CYCLE NEWS®

WEST Volume XIX : Number 39 : October 13, 1982 85¢

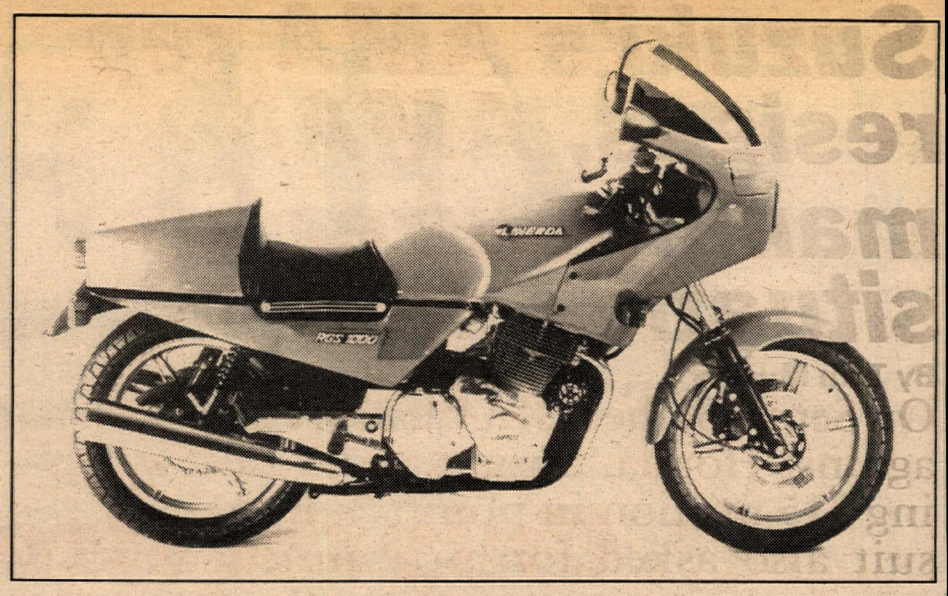
ISDE: Only the strong survive

AMA lawsuit: Scenes behind the shocker

Ascot's title clincher!

AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

THE LATEST POOP BY PAPA WEALEY



New for 1983 is the Laverda Jota RGS. The Italian triple now features a new crank layout of 120 degrees and rubber engine mounting for smoother running. Only 200 of these machines will be imported into the U.S. in 1983, with the first deliveries expected early in January. Contact the Slater Brothers at 707/833-2622.

California tightens 1984 motorcycle emission standards

LONG BEACH, CA, OCT. 4

Motorcycle manufacturers recently petitioned the California Air Resources Board for reconsideration of the one-gram-per kilometer-dydrocarbon exhaust emission standard currently scheduled for 1984 and subsequent model year motorcycles above 280cc (called Class III). Such a stringent standard will require catalytic convertors on 38% of the on-highway motorcycles, according to C.A.R.B. estimates. Class III motorcycles are presently complying to a 2.5 g/km HC standard.

C.A.R.B. will hold a hearing on Oct. 27 in Sacramento before adopting their staff's recommendation for the lower standard. If the manufacturers' and dealers' testimonies fail to convince C.A.R.B. that catalysts are not a feasible or cost effective alternative at this time, California consumers may be faced with: A) an increase in retail costs of a Class III street motorcycle ranging from $176 to $385; B) "California only" models with different emission controls from the other 49 states; C) restricted aftermarket exhaust system sales on catalyst-equipped motorcycles; D) some models being unavailable in California.

California dealers may also find that potential customers may choose to purchase their new motorcycles out-of-state because they are cheaper, perform better and are available earlier than the California model.

Manufacturer's comments point out that catalyst technology on motorcycles is not cost effective. Problems can also arise from effects of road vibration, misfueling with leading gasoline, exhaust system modifications and excessive heat. Despite the technical difficulties and increased costs, the C.A.R.B. staff still recommends implementation of the 1 g/km HC standard for Class III motorcycles to the Board. The issue wil be discussed and probably decided by the Air Resources Board on Oct. 27, at the Beverly Garland Motor Lodge, 1780 Tribute Road, Sacramento, CA. The public hearing begins at 10:00 a.m. California dealers and other affected interests are encouraged to attend and express their views about this regulation.

KTM's Donnie Cantaloupi won the Oct. 3 round of the AMA's Trans-USA MX Series, held in Buchanan, MI. Dave Hollis, the privateer Suzuki rider who won the opening round, finished second ahead of Husky's Kris Bigelow. Complete coverage next week.

John Martin (C-A) was the winner of the Black Coal National Enduro held Oct. 3 at Waukee, IN. Martin dropped 33 points en route to the win, while AMA National Enduro Championship Series points leader Terry Cunningham DNF. Second overall, first AA, was Darryl Kuenzer (KTM) with Husky's Mike Melton finishing third overall. At 10th overall, John Fero (Suz) was the 200cc AA winner.

At the final all-motorcycle NMRA drag race meet of the year in Atco, NJ, Craig Burns (Kaw) used a converted Funny Bike to take the Top Fuel win, turning a 7.84 second run at 172 mph to defeat Suzuki's Terry Vance, who still captured the season's Top Fuel Championship. Vance also wrapped up the Pro Stock title, although he lost in a semi to the two-stroke Kawasaki of Dave Schultz. Joe Folgore (Suz) was the Pro Stock winner, beating Schultz in the final with an 8.71/151.26 effort. Rick Stetson remain undefeated in Pro Comp to take home both event and season titles, while Terry Kizer (Kaw) defeated Jon Baugh in the Funny Bike final via a run in the sevens at 181 mph. Kizer also won the Funny Bike crown. Joe Yeager (Yam) won the Super Modified class and title.

At the NMRA Atco finale, it was announced that Terry Vance had been named Pro Rider of the Year for the second consecutive year. Also honored for the second time was Byron Hines, again named Pro Mechanic of the Year. Joe Yeager received Sportsman Rider of the Year honors, while Rick Stetson was named Sportsman Mechanic of the Year.

Los Exploradores Rescue will be hosting a BBQ at 6 p.m. on Oct. 9 at the Rock House in California, as a prerunner to the Mike Rose Memorial race to be held Oct. 10 near the Rock House on private land. All proceeds will go to the Rose family in memory of Mike Rose, his competitive spirit and friendship.

Can-Am's Jeff Smith was among the competitors in the 57th ISDE in Czechoslovakia, and when it was over, the oldest rider in the field (48) had himself a bronze medal. The tough event, which was completed by less than half the field, was the third ISDE that Smith has finished. The first was in 1952, aboard a 500cc Norton at the age of 18. Smith rode a 175cc Can-Am Qualifier in this year's event, going on the Canadian team.

The annual AMA awards banquet is scheduled for Nov. 7 at the Disneyland Hotel. The event is open to the public (or at least the first 400 to order tickets), and a $22.50 ticket gets you into the banquet, with Wrangler hosting a cocktail party, followed by dinner and the awards presentation. Be there to see the big question of the year answered — with all the World Champions the U.S. has this year, who will be selected as the AMA Pro Athlete of the Year? Send ticket requests to Pat McCoy, AMA, P.O. Box 141, Westerville, OH 43081.

The AMA D-36 Wilseyville Hare Scrambles event has been rescheduled to Sunday, Nov. 7. Pre-entry closes Oct. 24. Check the *CN* calendar section for more information.

The Sept. 23 issue of the *Federal Register* proposes to amend the Federal Motor Vehicle Safety Standard (FMVSS) 108 in order to allow "modulating headlights" on motorcycles. Such a device changes intensity of the vehicle's lamp output from high beam to almost completely off about three times per second. Currently FMVSS 108 makes no allowances for this recently developed and highly popular device. The amendment came about as the result of a petition by the Harley-Davidson Motor Company, Inc., which asked DOT to allow installation of the modulating headlight as an option. The National Highway Traffic Safety Administration has accepted the Harley-Davidson petition, but NHTSA notes in the Sept. 23 *Federal Register* notice that the "commencement of a rulemaking does not signify, however, that the standard will be amended." NHTSA does say that it "believes that cyclists should be allowed to choose this type headlight." The agency also says it is interested in the comments from states and individuals who have used these lamps. AMA Legislative Affairs Manager Gary Winn indicated that AMA has "assisted three states in enacting legislation to allow modulating headlights on their street motorcycles in advance of the NHTSA proposed rulemaking, and in response to requests of motorcyclists that have found them beneficial as a safety device. Nevertheless, the AMA applauds NHTSA and Harley-Davidson Motor Company, Inc. for their actions and sensitivity to the problems associated with motorcycle safety. An amendment to FMVSS 108 will negate further time consuming work with individual states." Persons or organizations wishing to send comments to the docket on headlight modulation should send them, not exceeding 15 pages, to this address: Docket Section, Room 5109, National Highway Traffic Safety Administration, 400 7th St., SW, Washington, DC 20590. Ten copies are requested, "but not required" by the agency. AMA requests a courtesy copy of comments submitted by its members.

If you've been looking for coverage of the annual Bonneville Speed Week that was scheduled for the end of September, you can end the search. Rains in western Utah reduced the amount of usable salt to less than one mile, and the event was cancelled.

We were in error last week in not correctly identifying Roxy Rockwood as the man behind the microphone who introduced injured road racer Bruce Hammer to the crowd at the Winston Pro Series award banquet in Long Beach on Sept. 26. Rockwood got Hammer a standing ovation, and the veteran announcer says he plans to do more to help the Team Hammer leader get a van with hand controls, and will give the details in an upcoming *National Papers* column.

Suzuki's AMA rep resigns, AMA/manufacturer situation defined

By Tom Mueller

On Sept. 23, the AMA filed an anti-trust suit against Honda, Suzuki and Yamaha, seeking $15 million in punitive damages. That suit also asked for an injunction which would keep the contracted MX riders from those companies from competing in the CMC Trans-Cal Series, which runs on the same dates as the AMA Trans-USA Series. Problems arose between the AMA and the three major motorcycle manufacturers over two issues. One is the implementation of the '83 AMA Grand National Championship MX format. The other is the withdrawal of the factory riders in question from this year's Trans-USA, and their subsequent entries in the Trans-Cal.

The anti-trust suit charges Honda, Suzuki and Yamaha with conspiracy in four parts. They are 1) conspiracy in restraint of trade, 2) conspiracy unlawfully to monopolize, 3) conspiracy to breach fiduciary duty and 4) conspiracy to interfere with contractual and advantageous business relationships.

The defendants in this case (Honda, Suzuki and Yamaha) must answer to the charges and/or counter-claim (counter-sue) 20 days after the lawsuit was filed. The usual procedure for the defendant(s) is to declare innocence. If a counter-suit is filed, the punitive damages asked for are usually higher than in the original suit.

Over the past few months, we have reported on the AMA/manufacturer situation, and of the progress, or lack of it, being made. At this point negotiations are over and the due process of law has begun. The last ties to be broken between the AMA and the factories concerned the resignation of Yamaha's and Suzuki's class B reps, those persons who represent their respective companies on the AMA's Board of Trustees. Prior to the filing of the lawsuit, AMA executive director Ed Youngblood received a letter dated Sept. 17 from Yamaha class B rep Ron Edmondson. In that letter, Edmondson submitted his resignation from the board, stating that a change of jobs at Yamaha was the cause. He asked that Ed Burke, another Yamaha employee, be considered for election to a full term. The next meeting of the Board of Trustees is Nov. 5, the first opportunity for Burke to be voted in.

Youngblood also received a telegram from Dick Orth, Suzuki's class B rep, the day the lawsuit was filed, indicating his resignation. No word was given as to whether Suzuki plans to have a rep in the future. At presstime, Honda still had a class B member on the board — Gary Smith.

We contacted Suzuki for a statement on thier position concerning the AMA, and to ask whether a class B rep would be named in the future. "No comment," said Suzuki's head of public relations Chip Hennen. We asked Hennen if there was anyone else at Suzuki who would make a statement. "They'd all refer you over to me," replied Hennen.

The AMA's initial request for a restraining order against the factory riders was refused on Sept. 23. U.S. District Court Judge Malcolm Lucas heard the request, but would not issue the injunction due to the late hour and the fact that if the injunction was issued and the riders were restrained from riding the Trans-Cal, they would not have sufficient time to make the Trans-USA opener in Minnesota on Sept. 26.

Another hearing was set for Oct. 1, but was later "taken off calendar." According to David Elson, one of the attorneys representing the AMA, the same situation would have been created as was created the week before — not enough time to get the riders from the West Coast to the East Coast, this time Michigan, in time for the Trans-USA — if the injunction was granted. Since only one round of the Trans-USA remains after the Michigan round, legal counsel for the AMA decided to go to court and get an order allowing them to move on to the first phase of the proceedings, pre-trial discovery. During this period of interrogatories (written requests for answers) and depositions (where witnesses or parties in the lawsuit give statements under cross examination with court reporter present) are compiled. This period can take from as little as a week to a number of years, depending on the complexity of the case.

After the plaintiff and defendant gather interrogatories and depositions, which are submitted to the courts through the discovery period, the pre-trial is held. It can take from a few hours to a number of days. Charges are discussed, as is the possible length of the trial. After both parties are clear on the charges being brought, the judge finds an open spot on his calendar and sets the date of trial. Up until that date, either party can amend the complaint — that is, answer charges brought against them or file a counter-claim. The actual length of the trial cannot be projected. One of the most famous anti-trust cases, United States v. IBM, took over 10 years to settle.

"The apparent purpose of the unlawful conspiracy has become clear in the last few days: To return control of professional motorcycle competition to the major manufacturers whose factory teams dominate motocross competition," reads an excerpt from the preliminary statement in the application for temporary restraining order.

The following is based on the declarations of Youngblood, AMA director of professional competition Mike DePrete and AMA Board of Trustees treasurer John Hasty, also a practicing attorney. It is *their* description of the events which led to the filing of the suit as found in the application for temporary restraining order.

February 3: DiPrete held a promoters' meeting at AMA headquarters in Westerville, OH. The '82 Trans-USA and overall interest in outdoor MX were discussed. The consensus of all, including the reps of the three factories in question, who were present, was that the current outdoor program was inadequate for fans and the press. Honda's Roger DeCoster said that the program needed one champion to publicize. DiPrete asked the factories about the upcoming Trans-USA and Honda and Suzuki committed to the series. Yamaha said maybe, but had to check with others at the factory. They later commited to the series.

February 11: AMA held a Board of Trustees meeting in Cincinnati, and Feb. 3 notes were discussed. The '83 Grand National Champion concept and factory committments to the Trans-USA were made known.

April 14: A completed proposal and format concerning the '83 GNC MX program was given to the race managers of all the factories, including Honda, Suzuki and Yamaha. No comments were made.

May 12: The GNC format proposal was given to all AMA Trustees, including the factory class B reps.

May 24: The GNC concept was brought up for approval at a Board of Trustees meeting. After a brief discussion, it was unanimously adopted.

June 4: A letter dated June 4 was sent from Honda to Board of Trustees president Chuck Larsen, with copies sent to all board members. The letter said Honda was displeased with the new GNC format and that failure of communications and confusion were evident. Honda asked for a special board meeting to reconsider the GNC program.

June 23: A joint letter from Honda, Suzuki and Yamaha dated June 23 was sent to Youngblood. It outlined problems with the GNC program and asked that instead an eight to ten race series be run, with all three National classes at each event. The letter asked for a special meeting to discuss those possibilities and was signed by Honda director of motorcycle sales K. Fukatsu, Yamaha vice president of sales M. Shibuya, and Suzuki executive vice president Y. Masuda.

July 11-17: Three separate meetings were held between Youngblood and Honda, Suzuki and Yamaha to discuss the letter dated July 23.

July 30: Another joint letter from the three companies dated July 30 was sent to Youngblood. In it, the factories agreed to the GNC program, but wanted the Grand National Champion decided by a rider's best finishes in the Supercrosses and 250 *or* 500cc Nationals, not Supercross, 250 *and* 500cc Nationals. They also wanted the total season shortened to 25 events so it would end in late summer, wanted all three classes to run on the same day, and didn't want any two day Supercrosses. In the 125cc Support class, the factories wanted the claiming rule raised from $4,500 to $7,000.

August 10: A Board of Trustees meeting was held in Westerville. Present were Honda's Mr. Kezuka, Honda's racing manager Udo Geitl, Stadium Motorsport's Mike Goodwin and Pace Management's C.E. Altman. Gary Smith, Honda's class B rep on the board, said that Honda, Suzuki and Yamaha had gotten together and prepared a joint proposal for consideration in place of the GNC program. Ron Edmondson, Yamaha's rep on the board, presented the proposal. The changes asked for were similar in content to the joint letter from the companies dated July 30.

Before a vote was taken, Hasty read a memorandum to the Trustees, outlining the duties, liabilities and ethics of Trustees. Hasty asked if the representatives from Honda, Suzuki and Yamaha might not disqualify themselves from the vote. "Mr. Smith from Honda rose from his seat, noticeably angry at my suggestion . . . Mr. Edmondson of Yamaha responded that the Trustees were well aware of their duties and said he resented being told by me what were his duties," said Hasty in his declaration. The proposal to change the GNC program failed to pass. The Trans-USA was not discussed at that meeting. A Pro racing planning committee consisting of Chuck Larson, Hasty, Youngblood and Triumph's class B rep, Wayne Moulton, was formed.

August 23: AMA's motocross and hillclimb professional competition manager Carroll Chandler received three separate letters dated Aug. 20 from Honda, Suzuki and Yamaha, cancelling their respective riders from the Trans-USA.

August 23: The Pro racing committee met in Atlanta through Aug. 24, and started discussion of what action should be taken concerning the Trans-USA withdrawals.

September 7: Youngblood received a letter from Honda's Mr. Fukatsu, dated Sept. 2. It asked that the AMA once more consider the proposal suggested at the Aug. 10 meeting, or "we will have to announce officially that we will need to look for other possibilities, aside from AMA, for next year." Hasty and Moulton were appointed by the Board of Trustees to talk to Honda.

September 20: Hasty, Youngblood and Moulton met with Honda in Los Angeles. Present from Honda were Mr. Kezuka, Smith, former class B rep Ron Bryan, MX manager Dave Arnold, and a court reporter Honda asked to have present. Hasty brought up discussion of the Trans-USA, but Kezuka said there was no need to discuss it as his company had already contracted with another series. Hasty presented the AMA's latest proposal: the GNC program would include Supercrosses and the best seven of the 250 and 500cc outdoor rounds, and that the entire series would be 14 rounds and end in late August. The AMA fall series would be West Coast only.

Honda's response was to present a document which stated "there shall be no Grand National Champion for motocross . . . all classes (125cc, 250cc and Open class) shall participate in each motocross event . . . there shall be no claiming rule . . . AMA shall give at least one year lead time before implementation of any major rule change . . ."

The second part of the document called for reorganization of the AMA Pro racing department, regularly scheduled, frequent meetings to discuss and solve problems, a committee — or outside agency — to hold promoter workshops to assist outdoor promoters, lower sanction fees and bigger purses, safety and security rules, and finally that the AMA would not take any "retaliatory or discriminatory action" against anyone involved in the GNC controversy. Honda said their position was non-negotiable, and that the AMA must agree to their terms by September 25 or Honda would seek sanction elsewhere.

(Some parts of Honda's document are very similar to Mike Goodwin's suggested changes for '83 motocross and supercross, which was dated September 13. In Goodwin's proposal, he also suggested a new arm of the AMA, restructured professional racing department, assistance for outdoor promoters, lower sanction fees, bigger purses and track safety regulations and guidelines. Goodwin also was in favor of 125cc, 250cc and Open classes running on the same day, as was described in the first part of Honda's document . . .Editor)

(Continued to page 5)

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ON THE FRONT PAGE: New AMA/Winston Pro Series Number one Ricky Graham in action at Ascot. Photo by Patrick Behar.

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VOICES

Barstow to Vegas 1983

Seven years of Barstow to Vegas protest trail rides have finally paid off. BLM management and the California Desert District Multiple-Use Advisory Council have recommended an ammendment to the Desert Plan that allows a permitted Barstow to Vegas motorcycle race for Thanksgiving weekend, 1983, to take place on roads and trails previously used by the Phantom Duck and other protesting trail riders.

Citing that protest trail rides will continue to occur if no permitted event is allowed, the BLM has recommended that a permit be issued for 1200 entries in a race the BLM calls, "The largest, most prestigious motorcycle event in the world . . ."

For everyone who has helped in the fight to regain B to V, congratulations for a job well done. And to those who have supported the Phantom Duck's efforts to get the Barstow to Vegas race back, thank you for giving me the opportunity to beat the BLM in the courts.

But the Phantom Duck's battle with the BLM is far from over. Sure, PDOD's current lawsuit against the BLM and decisions handed down by the U.S. Ninth Circuit Court of Appeals have helped open portions of the Barstow to Vegas race course. But all issues of dispute have not been settled and the Phantom Duck lawsuit continues, along with the expense of negotiating through the federal courts.

We still need your support and encouragement to win. And our success is directly tied to the amount of support we receive. So remember that we are all motorcyclists, working together for a common goal, to save our form of recreational sport from extinction. Don't drop your guard now that the possibility of regaining B to V is near. Continue to fight for your rights, and continue to support those who fight for you.

Don't forget Barstow to Vegas 1982. If you want finisher pins, event stickies and more, remember the Cycle News Barstow to Vegas road ride and poker run on the Saturday after Thanksgiving, Nov. 27. It's open to all motorcyclists, and profits from the run are divided between the Phantom Duck Legal Defense Fund and the AMA Legislative Support Fund.

If you want to win, you have to fight. See you on the trail.

LOUIS McKEY
President
Phantom Duck of the Desert
7896 Kempster Ave.
Fontana, CA

Yeah, Jammer!

Like most motocross enthusiasts, I have been following the controversy regarding the new format for AMA motocross next year. While thinking back over all the years I have followed motocross, something very interesting dawned on me.

The list of riders who have won a single 500cc MX title is quite long, including Dick Burleson, Mark Blackwell, Brad Lackey, Pierre Karsmakers, Kent Howerton, Marty Smith, Rick Burgett, Danny LaPorte, Chuck Sun, Broc Glover and Darrell Shultz.

The list of riders who have won more than one 500cc title is quite short — Jimmy Weinert, in 1974 and 1975. With the new rules coming about in AMA racing, it appears that Jimmy may be the only two-time 500cc National MX Champion ever.

JOHN PAVICH
Carpenteria, CA

So you want to be a stuntman

Almost a year ago, I ran an ad in *Cycle News* that read, "Stunt riders wanted." My phone rang off the hook. After 100 applicants, a tryout was held at El Mirage Dry Lake. Thirty-six people showed, and out of that group I kept 10. I only wanted six.

Soon afterward that 10 became six. Within two months we taped with Quarterflash and the promotional video of *Harden My Heart* was seen across the country complete with some very bizarre bikes (us). Next came *Mid-Morning L.A.* (KHJ-TV), then sponsors and promoters. Live shows were being negotiated, and it looked like we had started to roll.

Unfortunately, a certain lack of professionalism stopped our progress. Some people just don't know when they have a good thing.

Therefore, once again I'm looking for stunt riders, male or female, responsible, reliable and professional. No racers please, it just doesn't work.

RICK LANDRY
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1716 Main St.
Marina Del Rey, CA 90291
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Sacramento Report

AB2397 gives ORVers voice

By Bob Ham

Last month, Governor Brown signed Assembly Bill 2397 into law, and in so doing may have signaled the beginning of a new era of cooperation between the off-roading community and state government.

Once this bill takes effect on the first of January, ORV enthusiasts will finally obtain some degree of real control over their special fund. Over the years, federal, state, and local governmental agencies which had jurisdiction over ORV activities have created advisory committees composed partially or entirely of ORV representatives. The role of these committees has been to provide advice to some agency head, commission, or legislative body. In every instance, the advice provided by the various advisory committees is but one source of guidance for the ultimate decision maker. Invariably, the advice provided by the ORV advisors would be weighed against the advice of agency staff, or "expert" consultants, and other outside sources. Usually this is an entirely appropriate means to arrive at a decision. However when it comes to the spending of monies in the OHV Fund, the advice of ORV enthusiasts should carry greater weight than "just one other source of input."

Well, starting in January, we will pull that extra weight in the decision making process. The real experts, the off-roaders themselves, will be making the decisions on the spending of the OHV Funds for any major capital outlay. In addition, the ORVers will have considerably more influence over all other matters regarding the planning, development, and operation of all other ORV facilities in the state. This influence will extend to some degree to federal and local ORV areas since both are now reliant on transfers of money from the OHV Fund for development and maintenance purposes.

The source of this new influence steams from the creation of the new Off-Highway Motor Vehicle Commission, which was the main thrust of AB2397. This new Commission, to be comprised of ORV enthusiasts, has absolute approval over the capital outlay budget of the Department of Parks and Recreation on all OHV Fund projects. Additionally, our new ORV Commissioners, under the new law, will oversee the operation of the Division of Off-Highway Vehicle Recreation which has just been created. The bill gives this new division greater status within the Department of Parks and Recreation, since the head of the new division will hold the rank of a full deputy director of the Department. Presumably, this new

deputy director will receive a tremendous amount of guidance from his Commission. We will thus be able to exert considerable influence over the entire policy making structure of the Department of Parks and Recreation. This will be helpful in the future, when the Department finds itself in negotiations with other agencies, such as the situation with the Coastal Commission regarding Pismo Beach.

The off-roading community will have a unique opportunity to gain some more perspective on what this new law might mean to them by attending a meeting this weekend. CORVA has invited State Parks and Recreation Director, Pete Dangermond, to be the guest speaker at their quarterly Southern Region meeting. According to CORVA spokesman, Bill Mallory, this meeting is open to anyone. Non-CORVA members are welcome, and in fact are specifically invited to attend this meeting. Director Dangermond, will address the gathering around 9 a.m. on Saturday, Oct. 9 (sorry about the conflict with Check Chase but it couldn't be scheduled on any other date) at the Howard Johnson restaurant at 9400 Reseda Blvd. in Northridge.

This meeting will be a good time for riders to get answers from the man at the top on questions regarding Pismo Beach, the new Commission, the future of the OHV Fund, Hungry Valley and the OHV Fair, volunteer programs, and you name it. We now have the opportunity to make great things happen with our program and our Fund now that they are truly *ours*. The question is: Will enough off-roaders care enough to participate and make it happen? I'm going to this meeting, I hope I see *you* there. •

AMA

(Continued from page 3)

Hasty, Youngblood and Moulton met with Suzuki the same day. A discussion ensued. Mr. Masuda, Mr. Kheeyama and class B rep Dick Orth were present for Suzuki. They were asked to honor their committment to the Trans-USA, and said they would consult with their attorneys and reply the next day. Their answer was no, they would not compete in the Trans-USA.

There was no meeting with Yamaha. Youngblood had received a letter dated Sept. 9 from Mr. Yamamoto, saying there would be no more discussion and that Yamaha did not plan to compete in the GNC program in '83, but that they would continue to support MX racing. Hasty did approach Ed Burke, the possible class B replacement for Edmondson, and asked to discuss Yamaha's position. Burke said Yamaha's Trans-USA and GNC decisions were final.

September 21: The AMA Board of Trustees, under interim authority (three officers and two Trustees can act during interim period) met with their attorneys in Los Angeles. Two issues were discussed. One, whether to accept Honda's ultimatum, and if not, what action to take against the companies. Board of Trustees vice president Bill Baird presided with Hasty, Moulton, class A rep Dale Smilie and secretary Hazel Kolb in attendance. President Chuck Larsen was also present, but did not take part in or vote at the meeting. The vote was unanimous — to reject Honda's ultimatum and take immediate legal action against the companies in question.

September 23: The case in question was filed in United States Central Court, Central Court of California, on Sept. 23. •

HiPoint Racing USA

SALUTES

The U.S. ISDE competitors at the Czech ISDE for their outstanding performance.

&

ED LOJAK

GOLD MEDAL WINNER TOP U.S. RIDER

Cross-Country star Ed Lojak of Tarentum, Pennsylvania led the U.S. Trophy Team to its best finish ever in Trophy Team competition with 2nd Overall! The only U.S. Gold Medalist, Ed put in the greatest ride of his career.

Ed relies on many Hi-Point Racing Products and his choice of Hi-Point boots and "Red Dot" tires paid off. We congratulate Ed and all the U.S. riders for their outstanding performance.

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Eddy Lejeune clinches World Trials Championship aboard Honda four-stroke.

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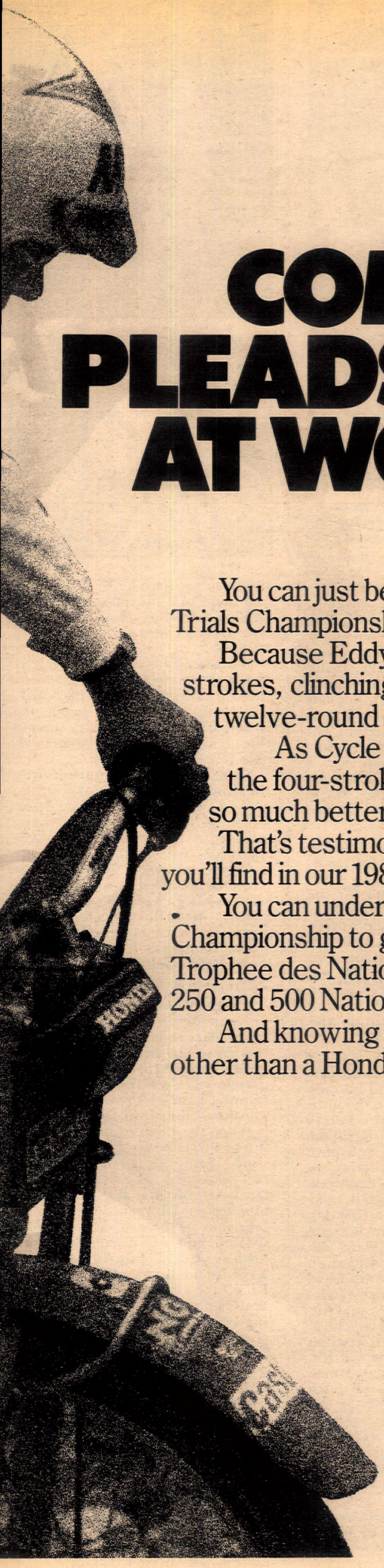

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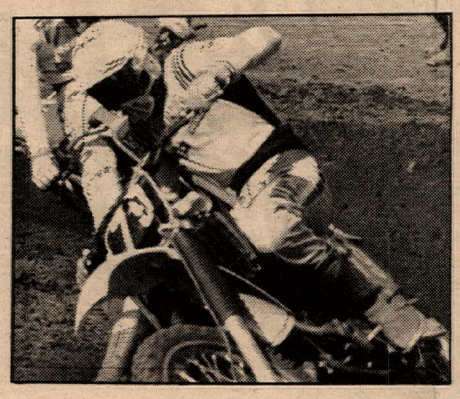


(Above) Johnny O'Mara leads Rick Ryan (6), Jim Anderson (43) and Jim Gibson (behind 43) out of turn one. Holland is squaring inside (44) as Rod Smith (4s) goes outside. (right top) Rick Johnson was the fastest rider on the track at times. (right) Ron Lechien showed a lot of promise. Mechanicals ended his chance at an overall.

CMC/Miller High Life Trans-Cal Series: Round 2

Glover, King, Holland haul at Hollister

By Karel Kramer

HOLLISTER, CA, OCT. 3

The Continental Motosport's Club's Miller High Life Trans-Cal Series moved to the scenic hills around Hollister for its second round, with Yamaha's Broc Glover taking the sole Pro sweep with a 1-1 performance in the 250cc Pro class. Glover turned two good starts into runaway wins, topping the 3-3 tally of 250cc World MX Champ Danny LaPorte, with the factory Honda of David Bailey third overall.

Suzuki's Alan King rode strongly all day to accumulate a 1-2 score for first in the 500cc class. Mike Bell was runner-up in the first moto and led at times, but he went down in a second moto, third turn pile-up. He jumped up and hopped about in oncoming traffic for awhile before being steamrolled by Eric Eaton. Bell took first in the black eye class, but worked his way to 14th place and an eventual sixth overall.

Phil Larson's factory-framed, production-engined CR480 was nothing more than a distant rear fender to the other 500cc contenders in the second moto. King was second and took the overall over Larson, and Yamaha support rider Tim Locey on an '83 YZ490 finished third overall. Bell was also on an '83 stocker.

The O'Show looked like the class act in the 125cc class, but an off-track excursion and a lapped rider cost Honda's Johnny O'Mara the win. Suzuki's George Holland ran a strong 1-3 for the win, under the CMC's new point system, over O'Mara's 2-2. Honda's Jim Gibson was third. All three were on works machinery. Brian Myerscough was the top production bike in at fourth overall.

Paul Denis carded a perfect score in the 83cc Expert class with his '83 KX80. R&D's Larry Brooks supplied competition for most of the day, but suspected rear brake problems in the second moto gave Willy Surratt all the incentive he needed, and he grabbed second overall. Brooks was third over Mike Healey on a Honda.

Crowd control was excellent for the entire day and there were no serious injuries reported. The Hollister SVRA track became a fast one-liner that made life very difficult for those in the tiddler classes.

Minis

Paul Denis was a green streak out of the gate and around the track, turning in lap times in the same second as the bigger bikes. Larry Brooks put his R&D Suzuki Floater into second and put a wheel beside the leader whenever he could, but Denis eventually pulled away. Kawasaki's Kyle Lewis started in third, but crashed on the second lap and lost eight places. Willie Surratt moved into third from seventh, where he stayed until the checkered flag. Bobby Moore and Tyson Vohland rounded out the top five.

Denis menaced the others' chances when he made off with the last available holeshot. Mike Healey's '83 Honda pulled into second for the first four laps before succumbing to the late-charges of Brooks and Surratt.

Surratt closed on Brooks and tried to outfly him on the sky jump in front of the spectator area. He got stuffed for his efforts, but took second for good in the back section. Overall the order was Denis, Surratt and Brooks.

125cc Pros

The O'Show responded to the curtain call with a strong lead into the first and second corners. In the third turn straight, O'Mara got sideways and did an "exit stage left" jog off the track. He lost positions and gave right of way while re-entering so there was no penalty. Holland took the vacant role and ran with it.

Holland completed the first lap with Ron Lechien's '83 Yamaha, and the works Hondas of O'Mara and Jim Gibson in tow. Jim Anderson, Rick Ryan and Rodney Smith filled in the next places as privateers and proved that their opening round finishes were more than mudders' luck.

The track was difficult to pass on as the turns developed one fast rut, making the 125cc class pretty much of a train. Only three riders did much moving toward the top of the lap charts. Brian Myerscough and Scott Burnworth started 10th and 12th, but moved up together — hooking Anderson into the duel for awhile — and took fifth and sixth. Myerscough took sixth and first '82 production bike.

O'Mara took half the moto to pass Lechien's pre-production '83 YZ. By that time Holland was slowing in traffic and O'Mara closed up. Holland rode too hard in the early stages and the deficit proved too much for O'Mara at the flag. Holland took the win over O'Mara, Lechien and Gibson.

O'Mara, Holland and Gibson were again the class acts in the second moto. Russ Wageman put his Suzuki in fourth on the start, but at the completion of the first lap, the top three had a good lead and a comfortable spread on each other.

Myerscough worked into fourth on the third lap, Lechien broke a chain at the halfway point, moving Burnworth to fifth. Gibson charged and reeled in and passed Holland and the top three seemed set.

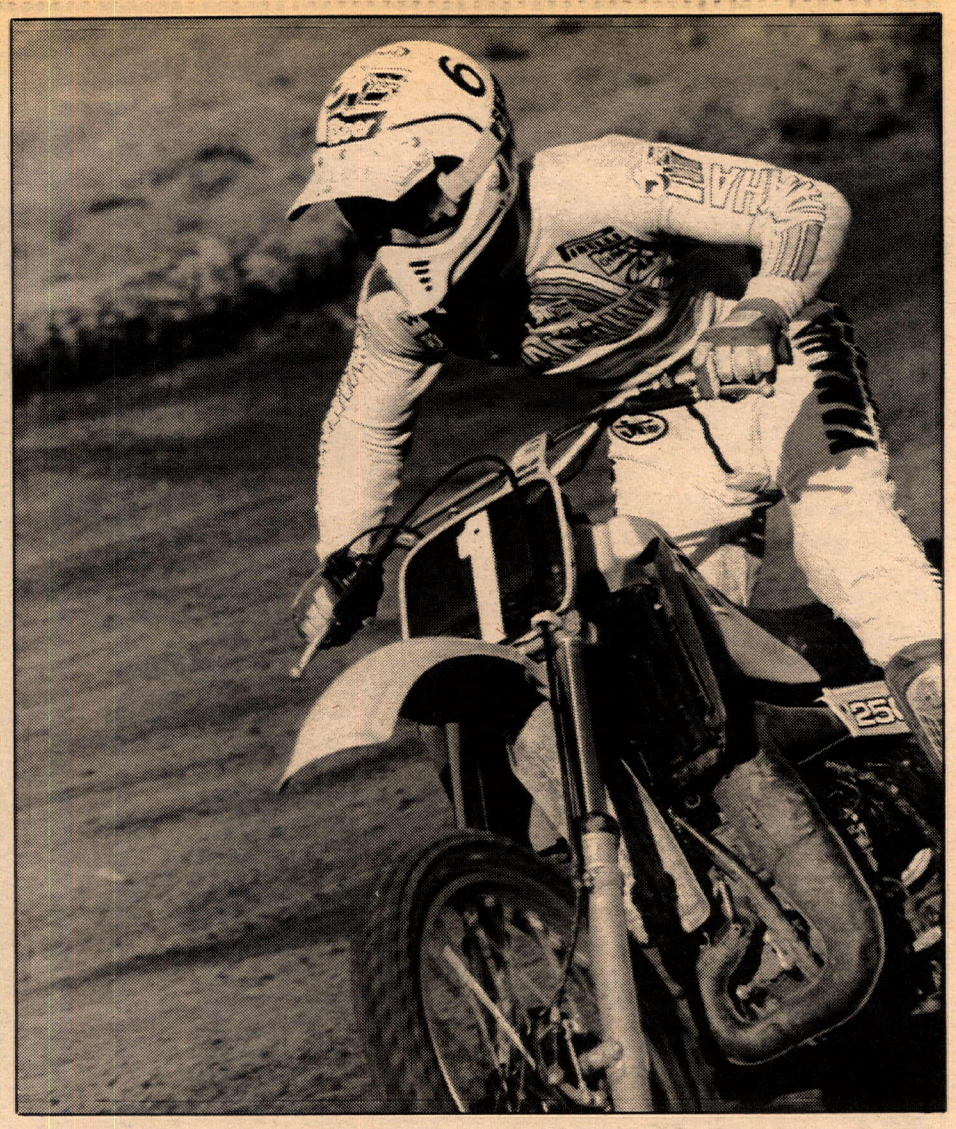
On the last lap, O'Mara picked the wrong lappee to follow in the "freeway" section and Gibson scooted underneath. With only a lap remaining, there wasn't enough time to repass. Gibson took the second moto with O'Mara and Holland close.

250cc Pros

With a lot of very good riders vying for starting positions, it was not unusual to see a rider number 34 on a Honda in the line-up wearing Hi-Point clothes. What was unusual was that the rider was Doreen Payne, not Danny Chandler. Payne was a direct transfer without riding a consolation.

When the gate dropped, however, it was Broc Glover doing the tricky stuff — turning good starts into lead-every-lap moto wins. Kenny Keylon's factory Honda was at the first turn a bit ahead of Glover's '83 production bike, but at the end of the lap the Golden Boy was in command and leading Jim Tarantino, LaPorte, Keylon and Bryan Maloney (Hon). Rick Johnson started his race at the bottom of the top 10. He began moving smoothly through the pack, and after three laps Johnson inhabited fifth. The top four were so far gone that it took him five laps to catch and pass Keylon. Once he was into fourth, he just left Keylon.

Glover continued to stretch a lead, but the task was harder in lapped traffic. Johnson caught LaPorte in three laps and passed him within a few corners. One lap later Tarantino watched Johnson go by on a hill. LaPorte, seeing that Tarantino was tired or seeing some of Johnson's lines that fired him up, got seriously on the gas, passed Tarantino and



(Clockwise from above) George Holland sailed to his first major series win. Broc Glover was the only rider to win a class on a production bike. Alan King took the Open class, giving Suzuki two for the day.

made up the lost ground to Johnson. Both riders started to close on Glover, making the moto a Yamaha sweep, but positions remained the same. Tarantino held on for fourth, top privateer, ahead of Bailey, Keylon, Warren Reid, Bryan Maloney, John Whelchel and Tom Brown.

Glover won the drag race to the first turn in the second moto — again, the race was with Keylon, but he finished the first lap in 13th place. Glover was gone with the lead almost immediately. Tarantino, LaPorte, Bailey and Mike Shoemaker filed in behind. Two riders got on the move: Bailey and Johnson. Johnson had the most moving to do. He was in 19th after one lap. He started his way through the pack, passing at least one rider a lap and many times several. By the time he broke out in sixth place, the top five were too far gone. He was in sixth for five laps before the flag.

Bailey took only three laps to move into second. Even so, Glover was so far ahead that Bailey had to charge for the rest of the moto to close up the gap while Glover was in traffic. LaPorte stayed in third, save one lap, for the entire moto. Reid was fourth, up from eighth, and was followed in by Tarantino, Johnson, Keylon and Maloney.

500cc Pros

Jimmy Ellis proved to be the master starter in the first 500cc round as he rounded the first turn in first and third place. Honda support team rider Jim "Captain Cobalt" Ellis was leading the charge, but Jim "Fresno Privateer" Ellis was in third, sandwiching Steve Martin. With the top three riders on Hondas, Alan King was the first bit of yellow; his factory Suzuki was in fourth on the initial lap, but he fell in the tight esses before the scoring area. Larry Wosick passed Fresno Ellis and picked up third with Ellis fourth ahead of Mike Bell's YZ490 and Tim Locey on a bike like Bell's, then King.

"Captain Cobalt" Ellis was looking like his old self, only smoother, holding a large lead over Martin. Bell, Wosick and King hooked up together and started moving toward the front together. Bell and King were starting a push when Cobalt Ellis blew off the track into the trees just after the mechanics' area. He was back on in second place behind Wosick, but Bell stuffed inside of him into the next turn. King followed Bell around Ellis on the same lap and Bell took the lead in a tight, tree-lined section on the hill. Wosick stayed ahead of King for one lap before dropping to third. Ellis was in fourth with Jimmy Holley moving into fifth ahead of Locey, Phil Larson and Juan Benavidez.

King began pushing Bell and tried for a lunar orbit over the spectator jump to pass Bell. Bell repassed, but King came out of the back section in the lead for the win. Locey made a last lap effort and took fourth at the flag. Ellis finished fifth, Holley sixth, Benavidez seventh and Larson eighth.

King led the second start with Wosick and Bell right behind, but ahead of Larson and Ellis. Bell tangled with someone and swapped down. He jumped up and dodged bikes before trying to jump behind his bike for cover. The plan didn't work and he was run down. Fortunately, he was only bruised. His right eye was swollen shut, which affected his depth perception and made it difficult for him to make up a three quarter lap deficit.

Wosick had led the first circuit ahead of Larson, Ellis, King, Locey, Benavidez, Martin and Holley. However, Wosick began to fade and sounded like he was having some difficulty shifting. King took three laps to move into second where he stayed. Ellis hung right in third till lap nine when he broke a rear shock. Because the new point system pays a fairly good bonus for finishing, Ellis finished with the tire rubbing the fender. Locey, Holley and Benavidez got together for a good battle on three Yamaha 490s.

Locey was on a 1983 pre-production model and Holley and Benavidez on '82s that were slightly tattered from a year on the Nationals. Locey came out on top and rode all the way into third. Holley picked up fourth, but Benavidez dropped to seventh behind Martin and Suzuki's Clint Hardick. Mike Tripes put an '83 Husky 500 in as first European bike at eighth overall.

Larson took the moto, but King's second was good enough for the win. Locey took third and third overall. The same held for Holley in fourth. •

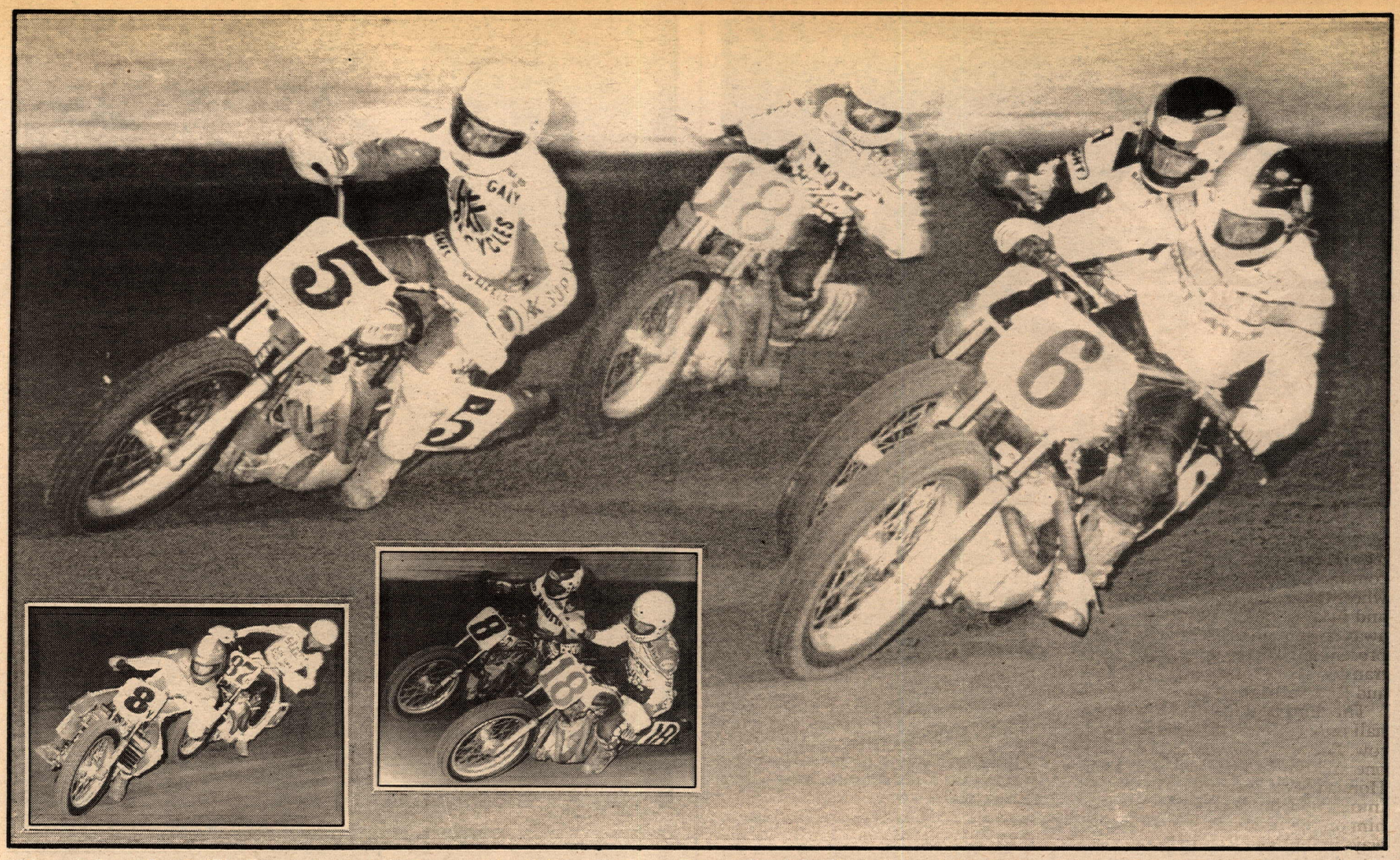
Results

MINI EX: 1. Paul Denis (Kaw); 2. Willy Surratt (Kaw); 3. Larry Brooks (Suz); 4. Mike Healey (Hon); 5. Tyson Vohland (Hon); 6. Eddie Hicks (Yam); 7. Tony Flores (Yam); 8. Billy Frank (Yam); 9. Kyle Lewis (Kaw); 10. Bobby Moore (Yam).

125cc MAIN: 1. George Holland (Suz); 2. Johnny O'Mara (Hon); 3. Jim Gibson (Hon); 4. Brian Myerscough (Hon); 5. Scott Burnworth (Yam); 6. Rick Ryan (Suz); 7. Scott Burnworth (Yam); 8. Rodney Smith (Yam); 9. Russ Wageman (Suz); 10. Roger Hensley (Suz); 11. Todd Campbell (Kaw); 12. Mike Fisher (Hon); 13. Troy Blake (Yam); 14. Ron Lechien (Yam); 15. Michael Whalen (Yam); 16. Gary Bowman (Suz); 17. Bret Stevens (Yam); 18. Mike Larson (Hon); 19. Russell Reynolds (Kaw); 20. Scott Keller (Hon).

250cc MAIN: 1. Broc Glover (Yam); 2. Danny LaPorte (Yam); 3. David Bailey (Hon); 4. Rick Johnson (Yam); 5. Jim Tarantino (Hon); 6. Warren Reid (Suz); 7. Kenny Keylon (Hon); 8. Bryan Maloney (Hon); 9. Vince McMahon (Yam); 10. John Whelchel (Yam); 11. Dean Cates (Hon); 12. Fritz Schlegal (Suz); 13. Mike Shoemaker (Hon); 14. Tom Brown (Kaw); 15. Jim Coffey (Yam); 16. Kyle Landrum (Kaw); 17. Darren Oliver (Suz); 18. Doug McRae (Yam); 19. Jim Brodie (Hon); 20. David Wood (Yam).

500cc MAIN: 1. Alan King (Suz); 2. Phil Larson (Hon); 3. Tim Locey (Yam); 4. Jimmy Holley (Yam); 5. Larry Wosick (Hon); 6. Mike Bell (Yam); 7. Steve Martin (Hon); 8. Juan Benavidez (Yam); 9. Mike Tripes (Hus); 10. Clint Hardick (Suz); 11. Mark Murphy (Yam); 12. Willy Simons (Hon); 13. Jim Ellis (Hon); 14. Jim Ellis (Cobalt) (Hon); 15. Dave Coupe (Mai); 16. Bob Buffaloe (Hon); 17. Clark Jones (Hon); 18. Scott Johnson (Mai); 19. Greg Zitterkopf (Yam); 20. Jeff Hicks (Yam).



(Above) Gary Scott (5), Randy Goss (6), Steve Eklund (8) and Terry Poovey lead the final. (Inset left) Junior action. (Right) Eklund/Poovey.

AMA Grand National Championship/ Winston Pro Series: Final round

Goss wins Ascot finale in record time: Graham the new champ

By Karel Kramer
Photos by Dan Mahony/Wizard Racing Photography
GARDENA, CA, SEPT. 25

The Winston Pro Series wound up to a stunning finale at the Ascot half mile with Randy Goss and the factory Harley-Davidson taking the win in record time. Points leader Ricky Graham gated right behind friend/rival Jay Springsteen in sixth position and let only Alex "Jorgy" Jorgensen through his defenses to finish two points ahead of Springsteen in the final Winston Pro point tally.

In taking the coveted number one plate, *Iron Horse*/Harley-Davidson/Castrol/Shoei/Wiseco/Hi-Point-sponsored Graham became only the third privateer champion in the history of the series. Graham also returned the title to California for the first time since 1979.

Texan Terry Poovey put his Shoei/Castrol/Conley's H-D/Wiseco Harley into second, and fourth in the standings, after early second place runner Gary Scott hit a hole coming out of turn four. Scott took a few laps to find the exact location of the hole and got back on the gas. He was too late as Goss and Poovey were gone.

Several records were tied and broken while the Ascot sell-out crowd watched the twice rain-postponed National. Randy Goss set a new 20-lap record at seven minutes, 25.2 seconds. Goss joined Sammy Tanner as one of the two riders to win the Ascot half mile National four times and the most likely candidate to take it for the fifth time.

The pressure was clearly on Graham and Springsteen; with only four points separating them coming into the final, the title chase seemed destined to go down to the last lap. On Saturday, the original date for the race, Graham had been subdued, while other riders had seemed carefree — including Springsteen. Scotty Parker had commented on Saturday night, "Everyone is feeling good tonight, I just haven't got it figured how everyone can win!" Tonight Graham said, " I felt kind of balled up, not myself, the other night. I feel twice as good tonight." Springer was keeping to himself. Gary Scott, eighth in the standings and experienced enough to deal with the with the pressure, said it for the riders, "We got here on Saturday and everybody was pumped up. Then we got rained on and sat around; it's been a long weekend. Plus, the track is a little different, and that has everbody a little spooked."

Time Trials

Hank Scott's Dickey/Fass Gass/Sisemore/RPM/Barnes/KRW/KK Supply/Castrol/Bill's Pipes Harley has a history of doing well for riders other than Hank. Tonight it set fast qualifying time with Garth Brow aboard. Gary Scott was in with a 22.16 and Scotty Parker was around in 22.266 for third fastest. Unranked Rich Arnaiz and improving Tim Mertens were slight surprises as they qualified in fourth and fifth respectively. Graham was in at sixth fastest and Springsteen was 10th.

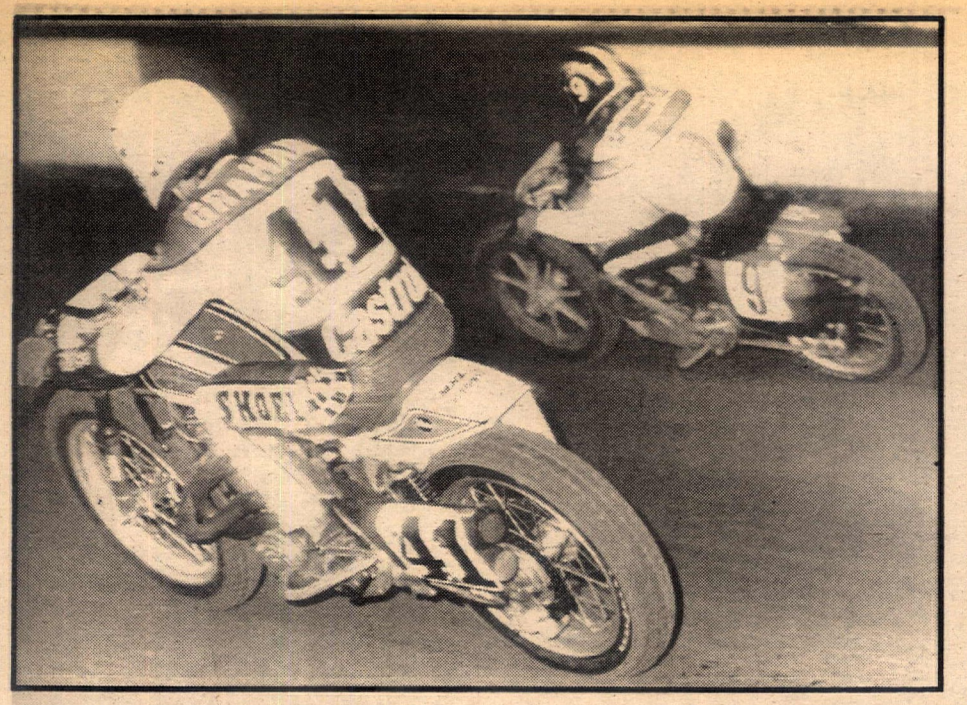
Heats

Mertens got his night, and his Belleville Hon/KRW/Carl Patrick/Maxie Shoes Harley, off to the right kind of start with a holeshot in the first heat. Brow and Goss tucked in behind with Jorgensen and Billy Herndon following. Goss quickly moved up and put pressure on Mertens briefly before going into the lead. Mertens showed real brilliance for a second year Expert as he kept the heat on Goss until Brow fell in turns three/four and Steve Monger fell on the finish straight. Monger's fall caused a red flag, and the race was restarted single file. The restart allowed Brow to get back in the race, although, he had to

On the restart, Goss went out front and seemed to pull away easily. Jorgensen picked up a little too much traction and wheelied. He time, but was back in the thick of things.

Mertens went wide in turn two and Jorgy and Herndon went by. That set the top three.

The toughest heat race of the year in Winston Pro competition pulled to the line for heat two. This year alone, there were 12 Nationals won by the riders in this heat. Gary Scott's KK Supply/Sisemore/Bell XR750 showed it's heels to Graham and Springsteen from the green light with Bubba Shobert in fourth. Gary stretched out his lead as Graham and Springer went to war. Springer was diving deep into the turns and going under Graham, but Ricky would drive out harder. Near mid-race, Graham's front wheel wouldn't quite stick going into turn one, and Springer went into



second. Graham tried the same strategy on Springer. Springer hit a hole coming out of four and his front wheel jumped. Graham went under and into second to stay as he broke away far enough to prevent Jay's pass procedure. Those three kept their transfer spots followed by Shobert and Rod Sullivan.

The third heat featured four AMA half mile winners, three on the front row. Poovey was fastest around turn one and out of turn two. American Honda's Scott Pearson put the NS750 into second, but Scott Parker went by him on the inside. Pearson got sideways in four and Ronnie Jones went into third.

Parker was all over Poovey, even trying inside lines, a rarity for the most dyed-in-the-wool outside man on the circuit. Parker watched Poovey leave as he waited for his front wheel to grab a bite in turn one, and the transfer spots were set.

Steve Eklund and his Esprit/Castol/Arai/Zanotti Harley are not well known for their starts, but the fourth heat saw number eight lead the field from green light to checkered flag. Mickey Fay's factory Honda shut off Steve Morehead's drive to the first turn. Keith Day and Mike Minnig gated in second and third positions. Minnig faded, and Rich Arnaiz came up to battle with Day in one of the evening's closest battles.

Morehead was slicing through traffic at an astounding rate and moved into second behind Day. That dropped Arnaiz out of a transfer position.

Semis

Mertens was the early and late leader of the first semi, as well as every lap in between. Bubba Shobert came off the first row to stay in second with equal fervor. Rod Sullivan was the early inhabitant of third position, but was picked off by Brow as he strode through the pack, picking off a rider a lap. His charge fell short and Mertens was the only transfer.

Fay grabbed the start of the second semi and provided Honda with the night's first Honda-powered holeshot. Anaiz and Boody filed in behind while Pearson tried to run his Honda around the outside on the cushion. Arnaiz led for the length of one straightaway before Boody went into the lead. Fay put Arnaiz back to third and went to work on Boody. Fay would go in deep and low, real low, and Boody would come out harder. Fay finally made it all the way underneath in four and took the transfer spot.

Last Chance Qualifier

Pearson lived up to his holeshot artist legend with a bigger than life lead down the back straight on the first lap of the Last Chance Qualifier. Brow, Arnaiz, Sullivan and Minnig filled in behind, but the only position that changed was the important one. Brow went into the lead and took the last transfer to the National.

Junior Invitational

Don Howard jumped to the lead of the Long Beach Honda Junior Invitational. Pete Hames moved past Howard on the first lap and Doug Chandler's factory Honda bumped him to third on the next go 'round. Chandler and Hames put on the only race of the night that could equal the Graham/Springsteen battle from the second heat. Chandler would go inside and pass Hames and Hames would repass in the next turn. They switched the lead around twice on each lap, but Hames came out on top of mid-year-Junior Chandler, who has a year as a Junior. Howard hung other on to third position.

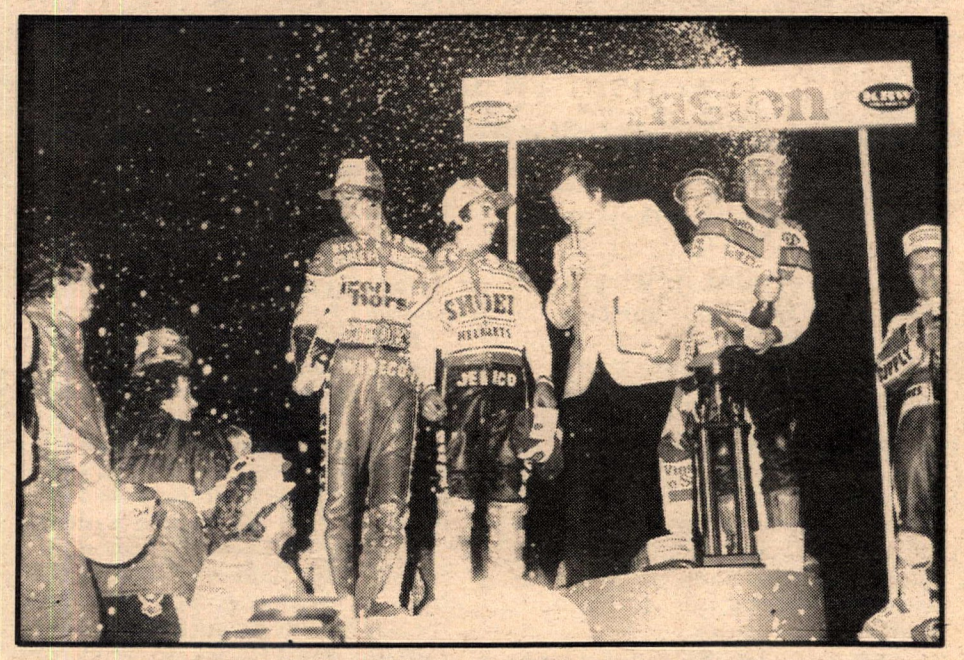
National

Seven former Ascot half mile winners lined up for the final. Steve Morehead was back after blowing an engine in the heat as he crossed the finish line. Harley-Davidson loaned him an engine. From the blink of the green light, it was an all Randy Goss show for the National. Scott, Poovey, Parker and Eklund were away in the top positions and settled into the top five after the initial first lap shuffle. Even though Randy was putting on a great show, all eyes were in the pack where Springsteen, in sixth, was leading Graham in seventh. Graham was doing his best to stay with Springer, but his Tex Peel-tuned Harley did not seem to be hooking up at either end as well as the factory Harley.

Scott was mixing it up with Goss in the early laps until he hit a hole that nearly threw him over the bars in turn four. Poovey moved in on Scott and passed him. Poovey kept his drive up, but Goss was gone. Randy said on the victory podium, "I saw Poovey coming through the pack, and I knew that he wanted first place real bad. I was just glad that I got out in front and didn't get in the way of Jay and Ricky."

By the time that Poovey moved into the top three, Goss had accumulated a lead the length of the backstraight. For the rest of the laps in the record time National, they just spread out.

Back in seventh position, Graham hadn't gone anywhere, and Jorgy was giving him fits. Jorgy and Graham swapped seventh twice in the late laps with Jorgy playing "keepsies." Graham had his hands full just keeping a pesky pair of Ronnie Jones and Mertens off of his back.



(Clockwise from above left) Ricky Graham (41) and Jay Springsteen were this close in their heat and the National. Graham gets congrats from Tex Peel. Randy Goss sprays the bubbly for four happy racers.

Steve Eklund had been in the up-front-fracas and was mixing it up with Parker in a back and forth duel that came into the last lap with Eklund leading.

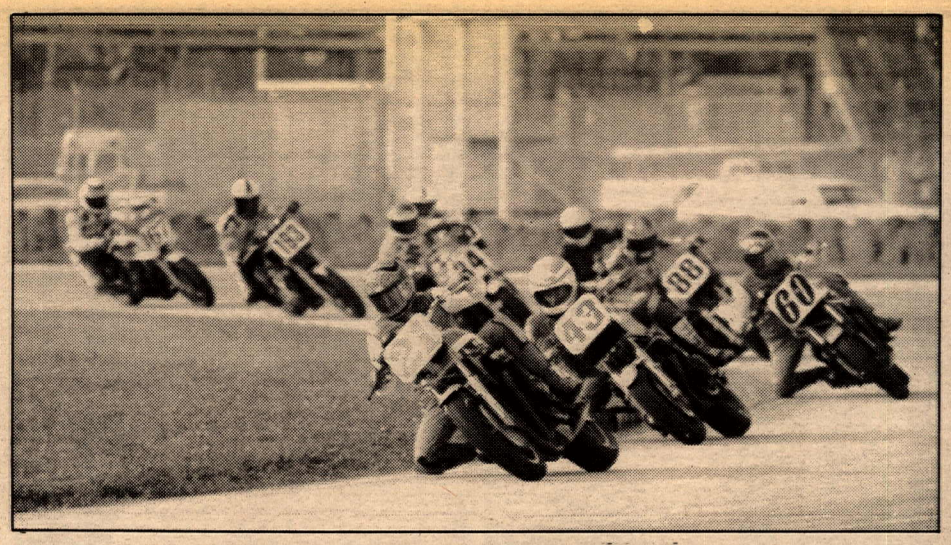
Goss took the win and was all smiles on the podium. Poovey and Scott were second with Eklund and Parker following. Springsteen finished sixth and looked to his crew to see if he had won. They shook their heads in the negative as Graham rode around the track jumping on his Harley's footpegs and holding aloft a number one plate! Before he could get his helmet off, he was crushed and waved like a toy by Tex Peel. Springsteen joined Peel's death-hug on Graham and helped him hold the plate before going to his pits.

After spraying everyone in sight, Graham was modest in the winner's circle, "I was just trying to keep it on two wheels. I had someone on my tail and I could see Jay up there, but I didn't want to risk falling." In the pits, as he signed his first autograph, he scribbled a number 41 on a program. "Gosh dang! I don't believe that, I'm not number 41 anymore," he said as he rewrote it, "You just make a straight line like that, doesn't take a college education to figure that out." •

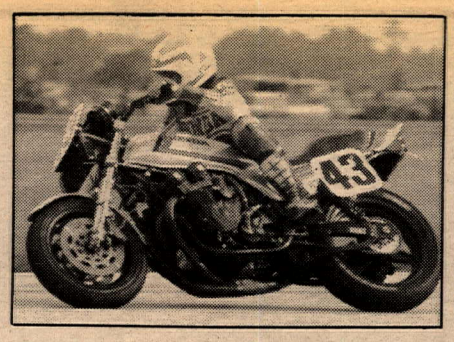
Results

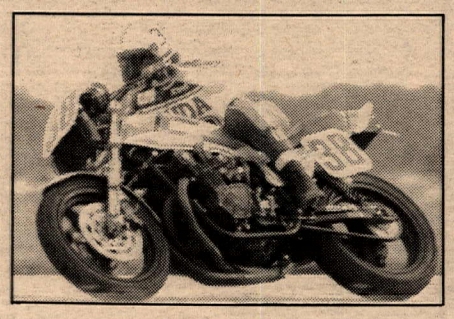
20-LAPS FINAL: 1. Randy Goss (H-D); 2. Terry Poovey (H-D); 3. Gary Scott (H-D); 4. Steve Eklund (H-D); 5. Scott Parker (H-D); 6. Jay Springsteen (H-D); 7. Alex Jorgensen (H-D); 8. Ricky Graham (H-D); 9. Ronnie Jones (H-D); 10. Tim Mertens (H-D); 11. Garth Brow (H-D); 12. Billy Herndon (Hon); 13. Mickey Fay (Hon); 14. Steve Morehead (H-D); 15. Keath Day (H-D).
TIME 7:25.20 NTR

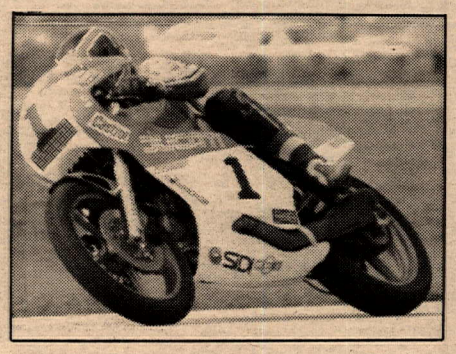
FINAL STANDINGS: 1. Ricky Graham (221); 2. Jay Springsteen (219); 3. Randy Goss (188); 4. Terry Poovey (182); 5. Scott Parker (171); 6. Alex Jorgensen (142); 7. Gary Scott (132); 8. Bubba Shobert (119); 9. Steve Eklund (100); 10. Ted Boody (93); 11. Steve Wise (89); 12. Steve Morehead (85); 13. Michael Baldwin (72); 14. Mike Kidd (66); 15. Ronnie Jones (63); 16. (TIE) Wes Cooley/Hank Scott/Tim Mertens (62); 19. Scott Pearson (49); 20. Mickey Fay (45).



(Above) Eddie Lawson leads the pack here, but in the end was sandwiched by Mike Baldwin (top right) and Steve Wise (middle right).







AMA Superbike Championship Series: Round 10

Baldwin over Lawson in Daytona duel

By Gary Van Voorhis

DAYTONA, BEACH, FL, OCT. 3

Honda's Mike Baldwin, needing to beat Kawasaki's Eddie Lawson to keep his Superbike championship hopes alive, did just that at Daytona International Speedway. Baldwin led Lawson to the checkered flag by about 10 bikelengths for the victory. However, Lawson's second place finish allows him the comfort of a 19 point cushion (141-122) going into the final round at West Palm Beach on Oct. 10.

While the Baldwin/Lawson battle raged over the entire 3.87 mile course for the 46.4 mile duration of the Superbike final, Honda's Steve Wise and Kawasaki's Wayne Rainey had relatively lonely rides in third and fourth place. Team Escargot Suzuki rider Thad Wolff rounded out the top five with a strong ride from a mid-field starting position.

"I knew I had to beat Eddie if I was going to keep him from clinching the championship here," said Baldwin after the race. "Eddie is a steady rider and we had a good race. Now it's down to the final race. It's going to be very difficult to overcome his 19 point advantage, but things do happen."

"Mike had horsepower on me," said Lawson. "It was a bit frustrating because I feel I was faster through the infield, but once we hit the banking I had to ride the wheels off the bike to hang onto his draft. I'm satisfied, although I really would have liked to have won here and clinched the title."

The power of the Hondas was evident in the two qualifying heats as Baldwin led Lawson home in their heat while Winston Pro Series Rookie of the Year, Steve Wise, led Wayne Rainey in the other heat. Yoshimura Suzuki rider Wes Cooley was third in the Baldwin/Lawson heat—the faster of the two—to garner a front row starting position for the final while Baldwin netted the pole position.

Lawson was away first on the start, but Baldwin zipped past before the field left the infield. Rainey led Cooley with Honda's Wise and Roberto Pietri close behind. Cooley's ride came to a quick halt with a blown engine.

"It was the third engine I'd blown in two days," said Cooley afterwards. "You can't win races with blown engines."

Pietri would also park his bike with a blown engine. "My luck was not good at all this weekend," said Pietri.

The race quickly formed into two distinct portions by lap five. Lawson and Baldwin were riding nose-to-tail over much of the course with the advantage to Lawson through the infield while Baldwin controlled the high speed stretches of the course. On the 3,000 foot back and front straights, Lawson would stick to Baldwin's rear tire like glue to take advantage of the draft and not allow Baldwin to slip away.

A distance back, Wise had taken over third from Rainey although he was having some problems. "Apparently, my bike got banged around in transporting it to Daytona and the front brake master cylinder got cracked," said Wise of his problem. "Master cylinders are very important because once you get one working just right for your style of braking then you stick with it. I spent all week trying to dial the new one in and didn't get it right. I lost use of my front brakes about halfway through the final."

"Once Wise got past me I had a hard time staying with him," said Rainey. "Steve had some horsepower. I kept closing ground in the infield, but once we got on the banking he was gone."

Wolff was slicing his way through traffic and, with Pietri's blown engine sidelining the Team Honda rider, picked up fifth. "I was darn lucky to finish," said Wolff afterwards. "The engine felt like it was going to let go at any time. I crossed my fingers and kept going."

The Lawson/Baldwin or Baldwin/Lawson duel continued unabated. On lap eight light rain began to fall on the eastern portion of the track. "I saw the drops and figured I had better make my move now," said Lawson. "I got into the lead because I thought they might red flag the race."

The rain stopped as quickly as it started and Baldwin quickly regained the lead. The final laps saw the two seldom more than 10 bikelengths apart with Baldwin in command. They finished in that order.

Wise kept the leaders in sight to the flag from third as Rainey trailed him in fourth. Wolff was a very distant fifth. Jeff Heino, on the Freedom Brothers Suzuki, rode a steady race and broke out of a mid-race battle for sixth to collect the position. Ernie Kicklighter, on the Merritt Construction Company sponsored Kawasaki, came on strong in the closing laps to move into seventh and drop Rueben McMurter, riding the Kawasaki Canada entry, to eighth.

Results

1. Mike Baldwin (Hon); 2. Eddie Lawson (Kaw); 3. Steve Wise (Hon); 4. Wayne Rainey (Kaw); 5. Thad Wolff (Suz); 6. Jeff Heino (Suz); 7. Ernie Kicklighter (Kaw); 8. Rueben McMurter (Kaw); 9. Doug Chancey (Kaw); 10. Kurt Liebmann (Hon); 11. Lynn Miller (Suz); 12. John Ashmead (Kaw); 13. Harry Vanderlinden (Suz); 14. Art Kowitz (Kaw); 15. Larry Shorts (Hon); 16. Malcolme Tunstall (Duc); 17. Joey Osowski (Kaw); 18. Vince Hill (Kaw); 19. Charles Tuck (Suz); 20. John Tesauro (M-G).

Time: 25 min., 30.001 secs.

Average speed: 109.271 mph.

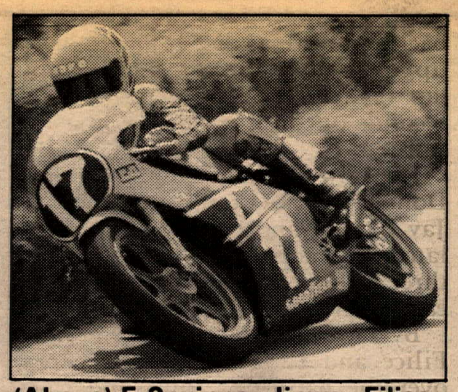
POINT STANDINGS: 1. Eddie Lawson (141); 2. Mike Baldwin (122); 3. Wayne Rainey (114); 4. Wes Cooley (96); 5. Steve Wise (88); 6. Roberto Pietri (85); 7. Thad Wolff (82); 8. Harry Klinzmann (72); 9. Rich Chambers (38); 10. Rusty Sharp (29).

AMA Formula Two Road Racing Championship Series: Round 10

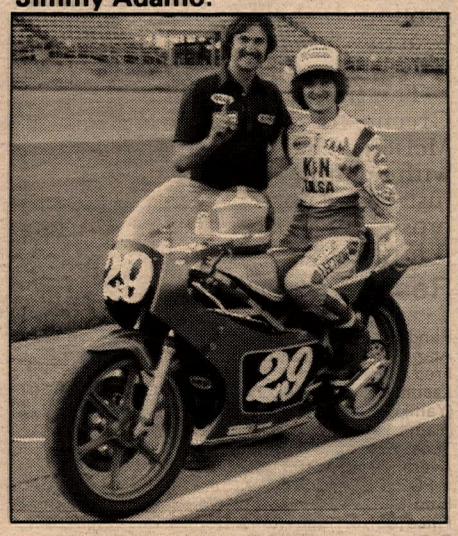
Filice wins, McDonald clinches title

DAYTONA BEACH, FL, OCT. 3

Jimmy Filice and Don Greene waged a battle in Formula Two that saw Filice, on his Team Yamaha entry, come out on top by a scant three bikelengths after nearly 40 miles of racing. Greene, on the C.P. Enterprises sponsored Yamaha, did his best to upset Filice's day with a valiant last lap charge, but came up short.



(Above) F-2 winner Jimmy Filice. (Below) F-2 Champ Sam Mc Donald. (Bottom left) BOTT king Jimmy Adamo.



Another battle raged over third place. This time six riders were involved and the position swapping was constant. Randy Renfrow, aboard a Sure-Fire Distributing/Bi-Star Racing sponsored Yamaha led Sam McDonald and his K&N sponsored Yamaha by about a bikelength to the flag to take third. Canadian Alan Labrosse pushed his Rocket Racing Yamaha into fifth.

McDonald, via his fourth place finish locked up the Formula Two Championship with one round still to run. "It feels great," said a very happy McDonald afterwards. "This is what I've been shooting for all season. Formula Two champ; that sounds pretty neat."

Filice was all smiles after his win. "That was really a tough race," said Filice. "Greene found some horsepower because he didn't seem that fast in practice or in his heat race. The wind shifted on the back straight and we were running into it so it affected our gearing. I'm glad Greene and I broke away from that battle for third. It sounded like quite a race," said Filice.

"This has to be one of my best races ever," said Greene afterwards. "I didn't do anything trick to the bike. In fact I had to use some of my old, worn-out parts to get it running and it ran super. I tried my hardest on the final lap to snatch the win away, but I came up just a bit short."

Filice had the pole for the final by virtue of his heat race win in which he came from near the back of the pack to slice into the lead on the final lap. McDonald, first in the point standings going into the event, was saddled with a last row start position in the final after his engine seized in his heat.

Filice grabbed the lead immediately, but it was Greene who led at the end of the first lap. Labrosse, Russ Paulk, Fred Merkel, McDonald and Hugh Humble followed in a pack.

Greene and Filice traded the lead back and forth as they began to open up a gap on the rest of the field. By lap five the frontrunners had five seconds on the six riders going for third.

Renfrow, Humble, Labrosse, Mc Donald and Merkel were joined by Jay Parnell and the six-pack circulated the track with little more than three or four bikelengths separating each rider.

By lap seven of the 10 lap race, Filice and Greene had 10 seconds over the battle for third and were running together with Greene sometimes holding his braking to the last moment to gain an advantage. Filice continued to hold on where it counted — at the start/finish line — although Greene kept the pressure on.

The final lap saw Filice leading Greene to the flag for the win. McDonald had begun the lap in third with Renfrow regaining the position just before the checkered flag. Labrosse filled fifth just a few feet behind.

Results

1. Jimmy Filice (Yam); 2. Don Greene (Yam); 3. Randy Renfrow (Yam); 4. Sam McDonald (Yam); 5. Alan Labrosse (Yam); 6. Hugh Humble (Yam); 7. Fred Merkel (Yam); 8. Jay Parnell (Yam); 9. Joe Lachmet; 10. John Long (Yam); 11. Garry Griffith (Yam); 12. Dan Guglielmo (Yam); 13. James Wolsey (Yam); 14. Gil Martin (Yam); 15. Rick Shaw (Yam).
Time: 22 min., 37.165 secs.
Average speed: 102.655 mph.

POINT STANDINGS: 1. Sam McDonald (117); 2. Fred Merkel (93); 3. Don Greene (86); 4. Jimmy Filice (85); 5. Hugh Humble (83); 6. Dave Emde (64); 7. Craig Morris (53); 8. Alan Labrosse (51); 9. Rhys Howard (43); 10. Mark Homchick (29).

Battle of the Twins

Adamo all the way

DAYTONA BEACH, FL, OCT. 3

Jimmy Adamo cruised home the victor in the Battle of the Twins final. Adamo, riding the Reno Leoni/Castrol sponsored Ducati, made easy work of the 30.9 mile affair. Malcolme Tunstall, on the Syd's Cycles Ducati, placed second. Moto-Guzzi rider Jon Tesauro led a tight battle for third over Ducati riders Ron Sbordone and Doug Gross.

Adamo, who has collected numerous wins this season, took his Daytona victory in stride and thanked Reno Leoni and Castrol for their help. "The bike ran strong and I didn't have any problems. That's about it," said Adamo.

Tunstall, who has made a habit of following Adamo to winner's circle, was pleased with his second placing and noted that it moved him into second in the GP class point standings. Adamo clinched the title at the Sears Point round.

The race saw Adamo shadowed by Tunstall for the first four laps until Adamo began to use traffic to put ground between himself and second place. Tunstall was followed early on by James Mills until he apparently blew an engine. Tesauro then moved up to third and the top three in the GP class were set to the finish.

The battle in the Amateur Modified class was a hot one with Doug Gross winning over Chris Bannister-Brown. The two Ducati riders head into the final round at West Palm Beach with Gross leading the standings for the class by four points over Bannister-Brown. •

Results

GP: 1. Jimmy Adamo (Duc); 2. Malcolme Tunstall (Duc); 3. John Tesauro (M-G).
EX MOD: 1. Ron Sbordone (Duc); 2. Dwayne Williams (Nor); 3. Madison Cox (Duc).
AM MOD: 1. Doug Gross (Duc); 2. Chris Bannister-Brown (Duc); 3. Doug McClure (H-D).
PROD: 1. Mark Mercadante (M-G); 2. Chris Steward (Yam); 3. Peter Brady (BMW).
Time: 18 min., 27.430 secs.
Average speed: 100.644 mph.

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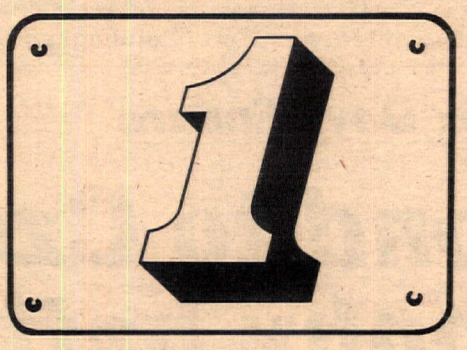

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Dick Burleson poses with (left to right) Dwight Rudder, Terry Cunningham, Ray Mungenast, Mark Hyde, top American Ed Lojak and Mike Melton.

57th International Six Days Enduro

USA second to Czechoslovakia in World Trophy battle

By Gary Van Voorhis

POVASKA BYSTRICA, CZECHOSLOVAKIA, SEPT. 20-25

The World Trophy Team of Czechoslovakia, the host country, aided by some political arm twisting in a crucial FIM jury meeting, collected a controversial victory over the U.S.A. The second placing by the Husqvarna mounted American squad of Terry Cunningham, Scott Harden, Mark Hyde, Ed Lojak, Mike Melton and Wally Wilson was the best-ever finish by a U.S. Trophy Team. The event, which was deemed tougher than the 1977 ISDE held at the same location, saw none of the 14 six-rider Trophy Teams finish the Six Days intact.

The American Silver Vase squad of Husqvarna riders Kevin Hines and Ron Ribolzi plus Yamaha mounted Chuck Miller and Larry Roeseler placed fourth overall in the 15 team competition. The Silver Vase competition was won by the East German entry with Finland second. Those were the only teams intact at the finish.

The combined finishes by the World Trophy and Silver Vase American entries were the best-ever showing by a single U.S. squad. On the individual side, Ed Lojak turned in the best individual American score. He placed fourth in the 250cc class and was ranked seventh overall of the 119 finishers. Italian Gualtiero Brissoni, riding a Husky in the 250cc class, was the top overall finisher.

Lojak led the 13 finishers on the 25 rider squad and was the only American to receive a gold medal. The rest of the medal tally read four silver and eight bronze.

The U.S. World Trophy squad had slowly picked its way up through the standings after a disastrous first day which saw us eighth. Solid riding moved the team into third on day four and it was here the controversy began that would lead the American riders to feel they were robbed of the World Trophy win.

In short, there were two protests lodged against a Czechoslovakian Trophy Team rider at the conclusion of day four which would come up for debate and vote at the nightly FIM jury meeting. Being found guilty of either rules infraction would mean exclusion. The first protest, for alleged unauthorized outside communication and leaving the course for further unauthorized communication about an ailing engine, was voted down.

The second protest, for alleged unauthorized assistance in repairing the engine problem was carried over to the day five meeting. On day five, Czechoslovakia, France and the U.S. each lost a Trophy rider which made the jury vote a crucial one. If the Czech rider was excluded, the U.S. would be on top of the standings with only one day to go.

"I felt there was enough evidence of unauthorized assistance to the Czech Trophy rider to have him disqualified," said the AMA's Hugh Fleming. "However, one of the jury members made an impassioned plea to the members and it apparently swayed a few people. The Swiss jury member, who I felt sure would vote for exclusion, didn't. The second crushing blow came when the English jury member voted to let the rider continue. That left the vote tied at seven to seven with the tie-breaker being decided by the jury president. He voted to let the rider continue. The bottom line is we were robbed of winning the World Trophy by politics."

As a form of protest, the American squad boycotted the awards ceremonies. In addition, the FIM jury also boycotted the ceremonies as a form of protest against the police harassment of competitors, press and spectators from non-communist countries.

From the strict standpoint of organization, the event was top notch. There were 1,800 workers on hand running the event each day with over 250 of those medical personnel. Preliminary work on the event began in 1980. The location was the same as in 1977 although many new trails were added or changed. The riders covered over 850 miles in six days.

There are three time schedules which can be utilized by the organizers — A, B and C. The A schedule is the tightest, allowing riders the least amount of time between sections. The B and C schedules allow more time overall, but not necessarily in every section. As a gauge of how tough the event was, days one through three were run on the B schedule with the final three days run on C. Over 60 percent of the 307 starters failed to finish.

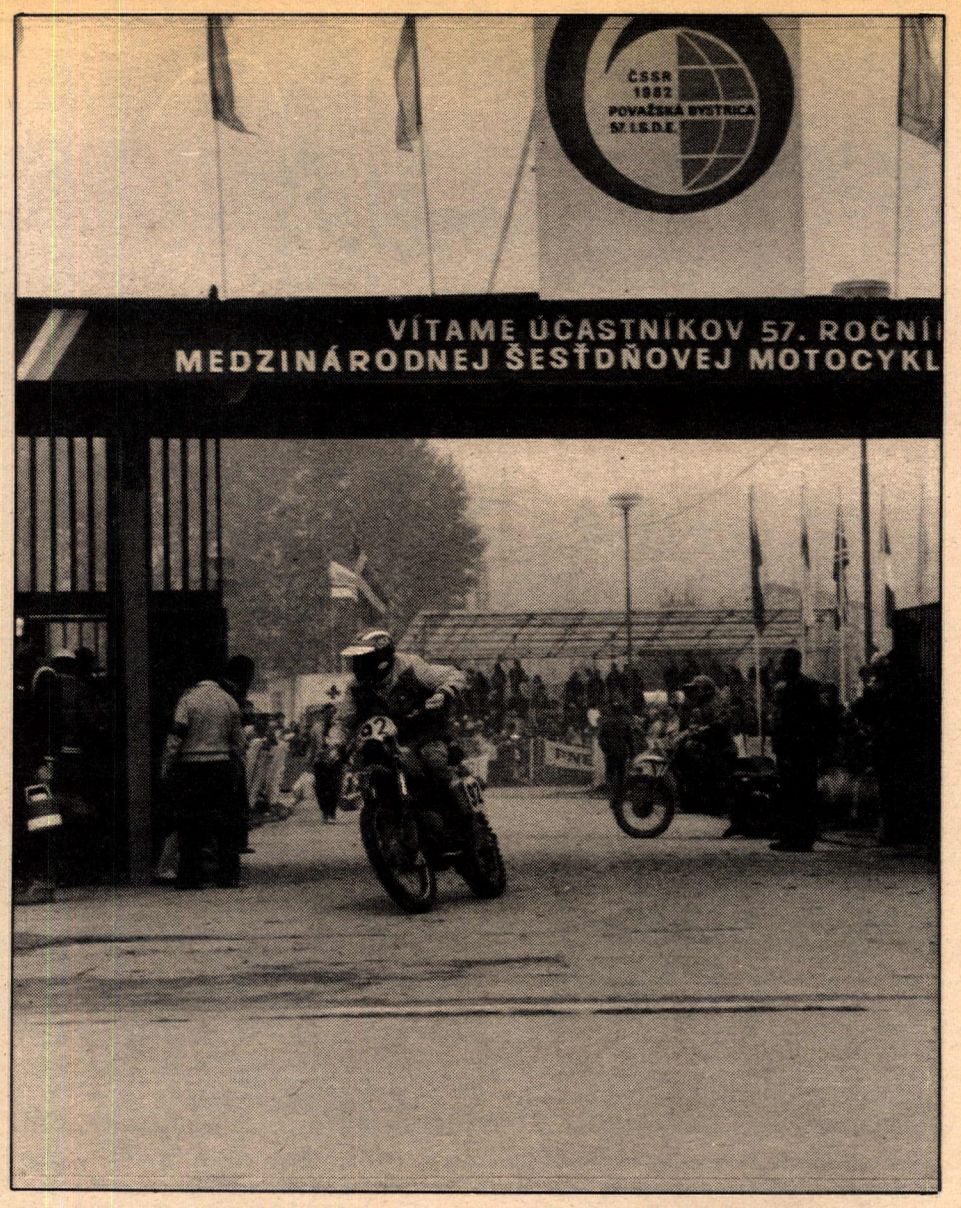
Day One

"I don't mind being the first American out on the trail," said Husqvarna rider Dwight Rudder of his early starting number. "It just means that if I have trouble there are a bunch of Americans on the trail behind me."

The first of the 307 riders began the journey from the parc ferme at 8:00 a.m. with Rudder following nine minutes later.

Keith Moore was the next rider out. Unfortunately, his ride lasted only about 20 miles before he smacked a rock with his shift lever, breaking it off and jamming his Husqvarna's transmission in gear. There was no way to make repairs and he was out of the event. "The trip to Czechoslovakia plus running the Qualifier Series and buying a bike cost right at $7,000. It's tough to smile when you only get to ride about 20 miles for that much money," said Moore at the end of the

Lojak finished seventh overall for the sole U.S. gold medal.



Top American 175cc rider Mark Hyde leaves the start area. He took a silver.

day.

"This will not be an easy run," said U.S. team manager John Morgan, "and you can expect the Czechs to throw everything at you almost from the start." Actually, it was about 25 miles from the start when things started getting nasty.

"The Hill," as many riders referred to the section, was slimy, rocky, knarly and seemed straight up. "It was one big traffic jam," said Mike Melton.

The section cost Melton, before the day was over, nearly 40 minutes with each minute lost adding 60 points onto his score. "I tore some ligaments in my right ankle riding an enduro just before we left for Czechoslovakia. It had seven days to heal before we started Six Days. I knew if I didn't have to push the bike for the first day or two I would be alright, but they slapped that hill in right away and it was a real struggle for me."

One rider whose problems started and ended on the hill was Barry Higgins. His ride in the ISDE got no farther and ended in frustration. "If I ever start talking about riding the ISDE again I hope somebody beats me in the head until I get my senses," said Higgins.

The section took time from a number of other riders on the first loop. Trophy rider Hyde lost a bit of time getting up the hill and then had a tire go flat after that. The result was 720 points for the 12 minutes he lost.

Wally Wilson had problems with the hill which compounded themselves in later sections and eventually cost Wilson 600 points by the end of the day. Melton, Hyde and Wilson ended the day on bronze.

Trophy riders Lojak, Cunningham and Harden ended the day on gold. Cunningham's only problem was getting sick after a struggle up the hill.

"I got sick to my stomach after pushing up the hill and finally had to pull off the trail and barf. That was bad, but then I got the dry heaves and really felt terrible."

The hill took points from a lot of riders or slowed them up considerably so they made mistakes and lost time trying to catch up. "You don't need a day like that to start you off," said Harden afterwards.

Larry Roeseler and Kevin Hines were two riders who crashed hard. Roeseler broke his rear brake pedal and front brake lever in his crash, Hines aggravated a shoulder/neck injury from earlier this year.

"Only two hours to a cold beer and a back rub," said KTM rider Kevin LaVoie at a check on the second loop. LaVoie was running strong on gold and determined that this would be his best finish in nine years.

The Czechoslovakians had accomplished what they set out to on day one—show everybody the event would be no cake-walk. With eight gold, two silver and 13 bronze medals plus two DNF things did not look too good. The Trophy and Vase squads were eighth and seventh, respectively.

Things could have been worse. Italy, winner of the World Trophy the past three years, had already lost a Trophy Team rider.

The hill claimed enough from riders that motions were made in the day one jury meeting to have the section thrown out. It stayed in.

Day Two

Day two found the riders out on a new trail with a new special test and running on the B schedule. If day one had been a killer, then day two gave most riders a breather. Minor problems cost KTM rider Glenn Hollingshead, Maico's Alvin McCannon and Chuck Miller a few points each, but did not alter their medal status. Miller's 60 point loss was a "dumb mistake" caused by following a rider into a check early.

Bobby Pearce and Randy Mastin, both on 504cc KTM four-strokes, did not have an easy day. Pearce almost had his day come to an end with three successive flat tires and lost 52 minutes over the two loops. Mastin fared somewhat better, losing a total of 26 minutes with a variety of problems.

On the plus side, Yamaha rider Morrill Griffith and KTM rider Tom Buckles turned in good enough scores on the two special tests to move from bronze to silver medal status. No riders DNF and, other than the two medal upgrades, there were no changes. The U.S. moved to sixth in the Trophy standings as Sweden moved past day one leader Czechoslovakia and into the top spot. Czechoslovakia continued to lead the Vase competition with the U.S. moving to sixth.

Day Three

There was a small change in the Wednesday trail with the schedule remaining on B, but nearly seven minutes cut out along the way. The Czechs were tightening up the screws. Two hundred fifty-seven riders started day three.

Randy Mastin, on bronze with no chance to upgrade his status, was going to ride the final days to finish and make no mistakes. Unfortunately, his ride came to an end anyway. "I was hustling down a blacktop road before turning back onto the trail," said Mastin of his troubles afterwards. "I threw it into the turn, hit some gravel, straightened up and then hit the bridge. That was bad enough, but my momentum carried me off the bridge into a six foot deep ditch. I trashed the wheel and front end so badly they had to carry the front end and roll it on the back wheel."

Bobby Pearce had a number of problems which eventually caused him to end his ride. "I got an oil leak near the start of the second loop," said Pearce. "Then the engine began to lose compression and finally the cam belt broke so I had to park it and wait for someone to pick me up. It was a frustrating day."

Dwight Rudder, troubled by knee problems, "spent a lot of time looking at the ground." He still remained our top rider in the 125cc class.

KTM rider Kevin Davis, personable, quiet and determined, was the only other rider to lose time on the trail. "I had a good day except for some small problems," said Davis.

The Trophy Team was still in sixth, but things were looking up as Hyde and Wilson moved to silver with Cunningham, Harden and Lojak remaining on gold. Melton, with his ankle feeling better every day, was riding strong. "I'm feeling pretty good," said Melton. "As long as they don't throw another nasty hill in I'll be alright. I feel bad about racking up so many points on day one because I don't think it will be possible to get off bronze." The Czechs had moved back into the lead.

The Vase squad moved to fifth with the Czechs still leading.

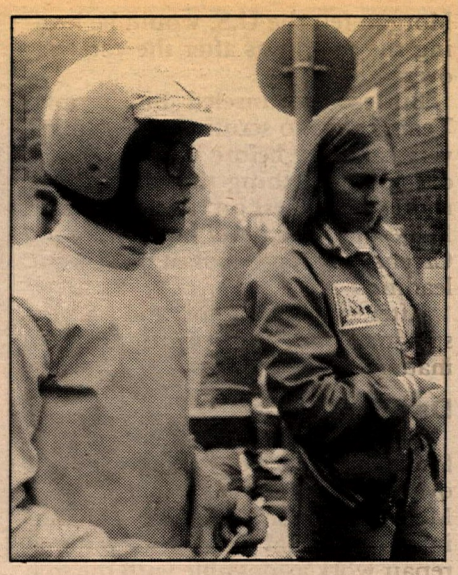
Italian Husqvarna rider Gualtiero Brissoni continued his strong hold on the 250cc and overall standings which he had grabbed on day one.

Ed Lojak, who had posted the best individual American rider score on days one and two, was still going strong on day three. Kevin LaVoie, Larry Roeseler and Terry Cunningham followed.

Day Four

Reports of rain in the area led the time schedule to be lowered to C. The reports proved to be correct and rain during the night tapered off to drizzle by the time the first riders were out. The weather never really cleared, but it did stop raining and then it began again in time to make everyone miserable for the second loop. The temperature was not as much a factor as it was in the infamous "day five" in the 1977 event and, consequently, not as many riders dropped out.

The American efforts, although we lost three riders, actually continued to improve. The word began to filter



(Above) Larry Roeseler does repair work. (Clockwise from top far right) Dick and Jill Burleson. Jury rep Hugh Fleming and friends. Bronze medalist Scot Harden. Terry Cunningham in a crowd. Mike Melton. Ron Ribolzi.

into the last check before the special test on loop one that Hollingshead was out on the trail with problems. Eventually he came trudging into the check, looking decidedly down in the dumps. "I had a bunch of problems and everything seemed to pile up—crashes, engine problems and the radiator leaking. I kept on as long as I could."

Wally Wilson came into the check on time after having changed a broken intake reed assembly at the previous check. On the next loop, Wilson banged the primary cover hard enough to crack it. Repairs to replace the sidecover cost nearly 40 minutes. "I began to get a bit demoralized after that," said Wilson.

Chuck Miller was the next rider to find he didn't have enough time to fix things and our Silver Vase squad was down to three. "The chain broke on an uphill and got caught doubled up between the frame and the countershaft sprocket. I had to remove the swingarm to get things untangled," said Miller. "The chain was twisted and I didn't have enough extra masterlinks to repair it. I pushed the bike to the check, but I was so close to houring out that by the time I had gotten things fixed it would have been too late. It's very disappointing."

At about the time the riders were starting the second loop, a very heavy rain began. Ten of the 19 riders still on the trail dropped points in large amounts and those losses were compounded by a very slimy second special test. Dwight Rudder, with knees hurting so bad he wore a permanent pained expression, rookie Can-Am rider Zack Elkins, Ray Mungenast, on a Husqvarna, Maico rider Alvin McCannon, Eddie Lojak's uncle, Joe, Kevin Davis, Wilson, Maico rider Ray Cosgrove and Tom Buckles were all to lose over 20 minutes each through various problems. Scott Harden was thankful for only a 300 point loss, but it cost him his gold medal.

Elkins, Mungenast, Joe Lojak, Wilson and Buckles all dropped from silver to bronze. Cosgrove was the hardest hit, going from gold to bronze. Harden went from gold to silver after losing five minutes trying to get up a big hill in the midst of a traffic jam.

Morrill Griffith went out on loop two. "I got so tired from pushing up hills that I couldn't ride the trails. I kept crashing and getting frustrated. By then I was about 55 minutes into my hour and I just knew I wouldn't make it to the last check before houring out. That's a terrible feeling."

Kevin Davis lost his time through a strange problem. "The exhaust pipe wore a hole in the gas tank about ten miles from a check. The gas was leaking onto the engine and I didn't know if I would make it to the check or become a human torch first," said Davis. He made it to the check and got things repaired.

Eddie Lojak, never with much to say, was smiling even in the rain. "Things are going good, even with the rain. The past few ISDEs I've ridden I've always had problems. This time everything is together."

The Czechs still led the Trophy standings at the end of day four with West Germany second and the U.S. moving up three notches to third. The Swedish, Austrian and Dutch teams had all lost a rider.

With the loss of Chuck Miller, the Vase squad dropped to seventh. The East German team led the way.

Day Five

"Being third going into day five is a plus for the Trophy riders," said U.S. team manager John Morgan. "It will give the riders who had the day four blahs a shot of inspiration. I'm not greedy, let us finish third or second or let us win. Just let us do the best we've ever done."

"Our riders are some of the best mud riders and nasty weather riders around," said Trophy Team manager Dick Burleson. "With a little good luck for us and some bad luck for some of the other teams we could pull this thing off. The weather, although bad, is on our side."

Fog, wet trails and threatening skies greeted the riders on day five. There were 18 Americans among the 174 starters. The time schedule was again C.

There were five retirements on day five. Zack Elkins was one of the first riders out. "It was just a bunch of little things that cost me time. I crashed. I had spark plugs whisker because the engine was caked with mud and running too hot. I've got no excuses. I couldn't get to the checks soon enough."

Alvin McCannon was also out on day five. "The transmission packed in. I ran it as long as I could, but with only fourth gear you can't go far."

The biggest blow was the loss of Trophy rider Wally Wilson. "I went over the bars on a fast downhill, landed on a rock and gashed my left forearm badly. I went to an aid station to get patched up." Wilson houred out, but kept on going for one more check.

Kevin Davis and Joe Lojak were the final retirements. Davis had an assortment of problems while Lojak ran out of gas after the final special test and houred out while trying to get some fuel.

Other riders were also having problems. Kevin LaVoie, on gold at the start of the day, dropped to bronze because of his problems. "It's a shame," said LaVoie. "I'm in good shape and going for it and then I had nothing but bad luck. I ran out of good spark plugs after having plug problems all day. The bike would run and then it wouldn't. I lost 30 minutes or more."

Trophy rider Scott Harden went from silver to bronze when he broke his chain and didn't have a chain breaker to repair it. Dick Burleson, hearing of Harden's problem, tried to get a new chain to him. However, a trail marshal was on the spot and thwarted all attempts. Finally, Harden got a chain breaker from a Swedish rider and performed his repairs after going 55 minutes into his hour.

Tom Buckles was on the trail when he met another rider on a small moped coming the other way. The other rider tried to avoid the collision, but only got sideways before Buckles rammed him. Buckles was quickly up, but was shaken. Luckily, only the front fender was broken. He had lost his goggles and, on this day, was wearing an open face helmet. Farther down the trail, some people were hiding in the woods and smacked Buckles in the face with a tree limb. He looked like he had been in a prize fight at the end of the day.

Roeseler lost about eight minutes when he got a flat rear tire and then a flat front in the space of a quarter mile. He fixed them at the next check and continued on. On the second loop, Roeseler crashed hard. "I went over the bars on a fast downhill," said Roeseler later. "I hit so hard I heard bells and sat on the edge of the trail for some time just to clear my head. I bruised my left leg and actually twisted the knee brace I wear on my right leg."

Cosgrove had his chain come off after the first check and then three more times quickly afterward. After fixing that, he spent time replacing the backing plate on the rear brake.

Husky riders Ron Ribolzi and Kevin Hines each saw their gold medals turn to silver on the trails of day five.

The 13 finishers of day five did as much work as possible on their bikes prior to impound on that night.

With the news of the loss of one Czech Trophy Team rider, the spirits of all riders soared. The vote was coming up on the protest and many including Hugh Fleming and John

Morgan felt the U.S. would be leading the standings after the vote was over.

Burleson counseled his Trophy Team riders to scrutinize their bikes very carefully before starting and to check for anything that didn't look right. "Stay alert on the trails," said Burleson, "you never know what the Czechs may have cooked up if we're leading."

After the vote was lost and we were still in second, the precautions didn't matter.

Day Six

The time schedule remained on C for the shortened day six loop of just over 60 miles before the final MX test. Most riders with no chance of changing their medal status did as much repair work as possible with the sole intent of finishing. They took the time penalties.

Three riders entered the final test on gold. Ed Lojak, who had consistently turned in the best individual scores of an American rider, Terry Cunningham, who had also ridden on gold all week, and Mark Hyde, who, through a combination of hard riding and attrition in his class, had gone from bronze on day one to gold beginning day six.

The test track, a long, serpentine course at an MX park where the Czechs had held a 500cc World Championship MX GP, was tight enough to make a good start a necessity. The five motos for the 119 riders who had made it this far were timed events lasting 20 minutes. Scoring was simple: Finish five laps or as many as the leader within the 20 minutes and you get your timed score. If you didn't finish within the allotted time you were assessed a score of 1,200 points plus a penalty of 250 points for not being within the 20 minutes.

The 250 point penalty cost Hyde and Cunningham their gold medals. Only Lojak, who finished fourth in his heat, and LaVoie, who finished eighth in his, were within their 20 minutes at the finish of their respective heats. The Czechs threw in some wrinkles, loading the heat with Lojak in it with nearly all 500cc riders while he was one of only four riders on 250s.

There were smiles all around once the racing was finished. "I might even have a beer tonight," said one rider. "Make that two," said another.

"Those of you that earned medals, whether gold, silver or bronze, have every right to be proud," said John Morgan. "In years to come you'll look back on this event and realize that just to finish was a privilege and that all the work, sweat and whatever else you put into your effort was well worth it. I congratulate all our riders, those who finished and those who didn't. You all gave 100 percent and did a helluva job you can be proud of." •

Results

TROPHY TEAM: 1. Czechoslovakia (35,352.22); 2. USA (43,923.83); 3. France (59,612.20); 4. Sweden (62,100.74); 5. West Germany (65,029.74).

SILVER VASE: 1. East Germany (2,947.40); 2. Finland (8,358.99); 3. Czechoslovakia (46,898.97); 4. USA (50,896.77); 5. Italy (65,102.69).

125cc

BRONZE: Mike Melton (Hus) 9,336.73/13th; Dwight Rudder (Hus) 14,284.14/18th.

CLASS WINNER: Rolf Hubler, East Germany (Sim) 5,766.31.

175cc

SILVER: Mark Hyde (Hus) 7,212.06/4th.

CLASS WINNER: Josef Machacek, Czechoslovakia (Jaw) 6,528.28.

250cc

GOLD: Ed Lojak (Hus) 5,735.64/4th.

SILVER: Terry Cunningham (Hus) 6,227.95/12th; Ron Ribolzi (Hus) 6,405.40/17th; Larry Roeseler (Yam) 7,439.95/22nd.

BRONZE: Kevin Hines (Hus) 7,919.61/27th; Ray Mungenast (Hus) 12,848.64/43rd.

CLASS WINNER: Gualtieri Brissoni, Italy (Hus) 5559.51.

500cc

BRONZE: Kevin LaVoie (KTM) 9,327.59/20th; Scott Harden (Hus) 10,186.88/23rd; Ray Cosgrove (Mai) 12,230.33/27th; Tom Buckles (KTM) 13,175.12/28th.

CLASS WINNER: Svenerik Jonsson, Sweden (Hus) 5,610.19.

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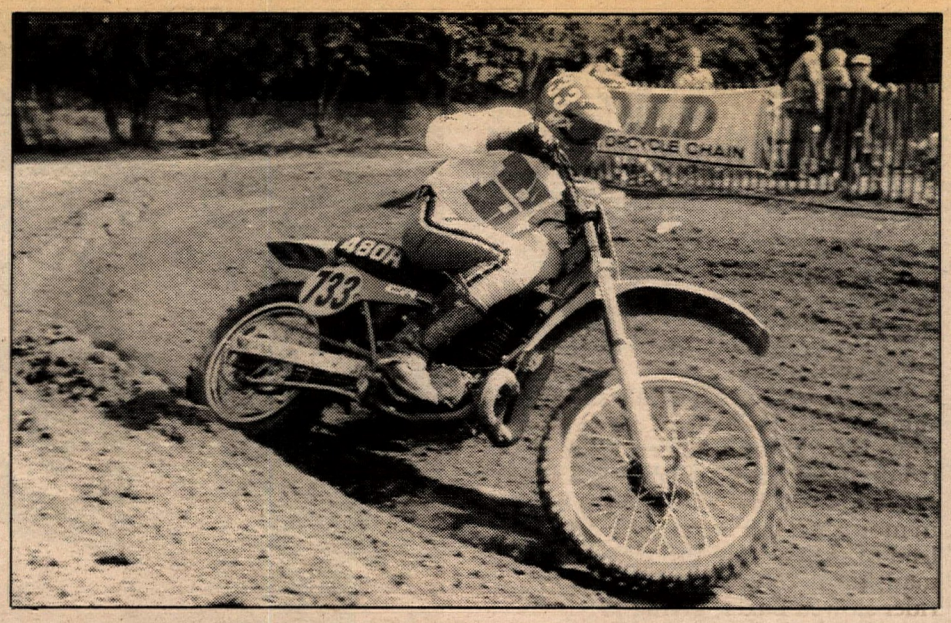

(Clockwise from above) Dave Hollis privateered his Suzuki to a win in the Trans-USA opener. Joe Baker took the Support class with an Open Honda. Jeff Surwall (313) and second International rider Bill Grossi negotiate a sand straight. Third International rider, Team Green's Billy Liles.

AMA Trans-USA MX Series: Round 1

Hollis handles Minnesota opener

By Tom Mueller
Photos by David Hansen and Mueller

MILLVILLE, MN, SEPT. 26

Suzuki privateer Dave Hollis pounded his way to the overall win at the opening round of the 13th and final Trans-USA Series at Spring Creek MX Park. Hollis picked his lines early in the first practice session, then held them throughout the day to top Team Husqvarna's Billy Grossi, who was second overall, and Kawasaki Team Green's Billy Liles, who took third overall.

Absent from this year's Trans-USA were the factory riders from Honda, Suzuki and Yamaha, who were withdrawn from the entry lists after their respective factories decided not to participate due to reported budget shortages and logistics problems. Forty-two International class riders and 23 Support class riders competed at the Minnesota opener in front of a crowd estimated at 4,000.

Spring Creek MX Park, operated by promoter Perry Hendricks, was the site of the 1980 AMA Amateur National MX finals. It was the facility's first pro event, and the majority of riders felt the track was top caliber and asked that a National be scheduled there next season. Rough sand straights, uphills and downhills through wooded sections, bermed corners and more hard-packed straights in open spectator areas combined to create an optimum course. Northern fall weather in the 60's added to the agreeable conditions.

The European MX squads were out in full force. Team Husqvarna picked up their 1983 500 CRs from the Chicago airport on Tuesday for team riders Grossi and Kris Bigelow. "They're ready to run, Husky updated all the things we wanted changed from last year's prototype," said team coordinator Mark Dodd. "Husky sells a lot of bikes in the east, and we want the fans to be able to see our riders compete."

Team KTM, comprised of John Finkeldey and Donnie Cantaloupi, were on '82 495s with '83 works parts added. "Our 83s got to the airport too late," said team manager Bill Berroth. "We'll have 'em set up and ready for next week."

Team Maico was also on hand with factory riders Mickey Kessler and Andy Stacy.

The one exception to the Japanese rider withdrawal was Denny Bentley, a factory Suzuki rider. "I went to California Wednesday (Sept. 22) and was ready to practice when Tosh (Suzuki's racing manager) called me into his office," said Bentley. "I wanted to ride the Trans-USA, so he told me if I wanted to ride it on my own with production bikes it was OK. I headed back east right away."

The day started with riders taking a parade lap, and fans crowded the fences to cheer and spur on their favorite riders. Many new faces, some first time pros, made their debuts at a major AMA race. Many felt that with most of the top National riders out of the program, more competitive racing among production bike riders would result.

The AMA implemented a new format at the event. Three 20 minute plus two laps motos were run for each class. International riders were allowed to ride either 250 or 500cc bikes, and support class riders could enter 125, 250 or 500cc bikes. All were 250 or 500cc mounted with the exception of one 125cc Support rider. Some sections of the course catered to horsepower, while in other sections the agility of a lighter bike was the key.

International

Maico rider Jerome Heiberger was calling himself "Unknown Jerome" earlier in the year, but he wasn't to be unknown for long when he holeshot moto one with Liles, on an '83 Kawasaki KX250 water-pumper, in tow. Hollis, on a 250cc Suzuki, big bore rider Jeff Ellens and Kawasaki's Tom Benolkin, on a '82 production bike, were 3-4-5.

Within a few laps Hollis was leading. Early in practice he had cut his own line in the difficult sand whoop section of the course — so far outside that he broke off a few saplings in the process. He hooked up where others floundered and took control. Liles also worked past Heiberger for second, but couldn't close on Hollis. Benolkin brought his home-state crowd to life when he berserked to third, setting the top three finishes. Grossi took a mediocre start, then picked up the pace and displayed the qualities of his new CR in the rough for an eventual fourth. Fifth was Bentley, who jammed his right ankle and was riding in pain. Finkeldey came from the back to sixth. "I just moosed my way through the rough stuff," said the six foot, one inch New Englander.

Liles rocketed off the gate in moto two, but fell in the first turn. Heiberger, who fell out of the top 20 with mechanical ills the first time out, again had the lead with Ellens, Grossi, Bentley and Hollis squirming through altered lines behind. Cantaloupi, after a 10th in moto one, fouled a plug down the start straight, then seized.

Finkeldey did a low speed highside, and before he could free himself of the bike Benolkin T-boned him, having nowhere else to go. The pair untangled but got running a half a lap down.

Hollis again had the fastest pace and took the lead, with Grossi stalking him. It was the best race of the day as the duo matched hubs for two laps. Grossi finally got out front, but Hollis edged back ahead. Grossi wouldn't stand for it this time; he consistently prodded Hollis' defenses until he retook the lead and the eventual win. Hollis was a close second, and Heiberger claimed third, despite Liles' stuff moves through the final turns. Bentley moved into fourth, Liles took fifth, followed by Kessler and Bigelow. Kris thrilled the crowd when he came into the sand whoops WFO and suddenly found his feet two feet off the pegs. He saved it.

The third moto was a showdown between Hollis and Grossi, winner take all. Ellens had the holeshot with Bentley on his tail. Maico rider Alan Pizzino, Liles and Hollis were sorting out 3-4-5, while Grossi was starting to overcome a mediocre start. Ellens pulled off after smashing his thigh in a crash, giving the lead to Bentley. It wasn't long before Hollis wrapped up the win when he went out front and put a 15 second lead on Liles, who moved to second over Bentley. Grossi got past Bentley for third, where he eventually finished, edging Liles for second overall by one point. Bigelow was fifth, and New Jersey's Gene Gentsch rode a hot race for sixth.

Promoter Hendricks presented Hollis with a fine trophy he made himself. It was Hollis' first major win, and he didn't seem at home in the winner's circle — at least until the trophy girl made her appearance. "By the third moto I was relaxed. I had it pegged in fourth gear through the sand whoops, I was really cruisin'. I really needed this — it'll look good for next year." Hollis thanked his father, who supported him through '82, and his mechanics, Mike and Jim Pryor.

"I dig the track," said Grossi. "I'm second in the points. I got Bentley on the last lap (of moto three). It's a fast pace for 20 minutes, there were a lot

of guys getting tired. The crowd control was excellent (due to abundant fencing). I only saw one spectator on the track all day — what a treat."

"I screwed up big time," said Liles. "I had the second holeshot locked up and then I fell. Every time I tried to get up someone ran over my legs. All I'm looking at is six more motos (only three Trans-USA rounds will be run). I really want to win this thing."

Support

Honda privateer Joe Baker said he came to the Trans-USA for a good time, but "all of a sudden I was out front, and I stayed there." William Bowman took his Yamaha out front in moto one, but Baker soon had the lead over first time Pro Chris Heyrman, on a 250cc Suzuki. A lapped rider slowed Baker, giving Heyrman an opportunity to close the gap. Heyrman worked into the lead late in the race and held it to the finish. Baker was second, and another first time pro, Mark Barr, moved his KTM to third. Steve Benolkin, one of three Benolkin brothers entered at the race, pushed his Honda to fourth.

Moto two saw Baker take the holeshot into the rough straight that followed. Chris Swank was running second over Heyrman, but Heyrman moved to second within a lap. When the two lap board came out, Baker and Heyrman had 26 seconds on Barr, who was followed by Benolkin, who almost lost it performing a skyscraper jump. Benolkin faded during the closing laps and Jeff Stevenson and Gavin Punch locked up the 4-5 slots.

With Baker and Heyrman both having a win under their kidney belts, moto three put the pressure on for the overall winner. Hansen's Motorcycles sponsored Heyrman took a big lead on lap one, while Baker was fourth. Baker closed the gap over the next few laps, and finally made a clean pass, going all the way for the overall. Heyrman held on to a safe second over Stevenson, Steve Tomfeld and Swank. Barr came from the back for sixth, and landed third overall.

"I squirrelled out in moto two," said Baker. "We got our pit signals mixed up. I thought Heyrman was a lapped rider, so I'm plugging along and all of a sudden this Suzuki comes blitzin' by. I fell on lap one of the last moto, but I still won the last two motos anyway." ●

Results

INTERNATIONAL: 1. Dave Hollis (Suz) 1-2-1; 2. Billy Grossi (Hus) 4-1-3; 3. Billy Liles (Kaw) 2-5-2; 4. Denny Bentley (Suz) 5-4-4; 5. Kris Bigelow (Hus) 11-7-5; 6. John Finkeldey (KTM) 6-16-7; 7. Tom Benolkin (Kaw) 3-9-*; 8. Jerome Heiberger (Mai) *-3-12; 9. Mickey Kessler (Mai) 13-6-7; 10. Mike Twigg (Suz) 8-*-8; 11. Andy Stacy (Mai) 7-*-10; 12. Jeff Surwall (Hon) *-11-11; 13. Jeff Ellens (Hon) 12-10-*; 14. Jim Benolkin (Suz) 16-15-14; 15. Johnny Spaw (Hon) 17-14-15; 16. Doug Jackson (Yam); 9-17-*; 17. Gene Gentsch (Mai) *-*-6; 18. Dan Wallace (Hon) *-8-*; 19. Alan Pizzino (Mai) *-*-9; 20. Steve Burdette (Suz) 18-18-16.

SUPPORT: 1. Joe Baker (Hon) 2-1-1; 2. Chris Heyrman (Suz) 1-2-2; 3. Mark Barr (KTM) 3-3-6; 4. Jeff Stevenson (Yam) 7-4-3; 5. Steve Tomfeld (Suz) 9-7-4; 6. Steve Benolkin (Hon) 4-8-14; 7. Chris Swank (Suz) 5-20-5; 8. William Bowman (Yam) 13-9-9; 9. Mike Carey (Suz) 10-11-10; 10. Gavin Punch (Suz) 19-5-8; 11. Mike Christiansen (Suz) 6-6-*; 12. Kevin Gilchrist (Hon): 11-12-11; 13. Tony Carruth (Hon) 15-10-12; 14. John Saggau (Yam) 12-13-13; 15. Troy Luhman (Hon) 8-*-7; 16. John McMahon (Yam) 16-14-17; 17. Rodger Reid (KTM) 14-16-*; 18. Bradlee Lake (Suz) 17-19-16; 19. Robert Krahg (Hon) 18-*-15; 20. Gregory Griffin (Hon) *-15-19.

TRANS-USA POINT STANDINGS

INTERNATIONAL: 1. Dave Hollis (72); 2. Billy Grossi (63); 3. Billy Liles (60); 4. Denny Bentley (52); 5. Kris Bigelow (40); 6. John Finkeldey (34); 7. Tom Benolkin (32); 8. Jerome Heiberger (29); 9. Mickey Kessler (27); 10. Mike Twigg (26); 11. Andy Stacy (25); 12. (TIE) Jeff Surwall/Jeff Ellens (20); 14. Jim Benolkin (18); 15. Johnny Spaw (17); 16. Doug Jackson (16); 17. Gene Gentsch (15); 18. Dan Wallace (13); 19. Alan Pizzino (12); 20. Steve Burdette (11).

SUPPORT: 1. Joe Baker (72); 2. Chris Heyrman (69); 3. Mark Barr (55); 4. Jeff Stevenson (52); 5. Steve Tomfeld (44); 6. Steve Benolkin (38); 7. Chris Swank (33); 8. (TIE) William Bowman/Mike Carey (32); 10. Gavin Punch (31); 11. Mike Christensen (30); 12. Kevin Gilchrist (29); 13. Tony Carruth (26); 14. John Saggau (25); 15. Troy Luhmann (17); 16. John McMahon (16); 17. Rodger Reid (12); 18. Bradlee Lake (11); 19. Robert Krahg (9); 20. Gregory Griffin (8).

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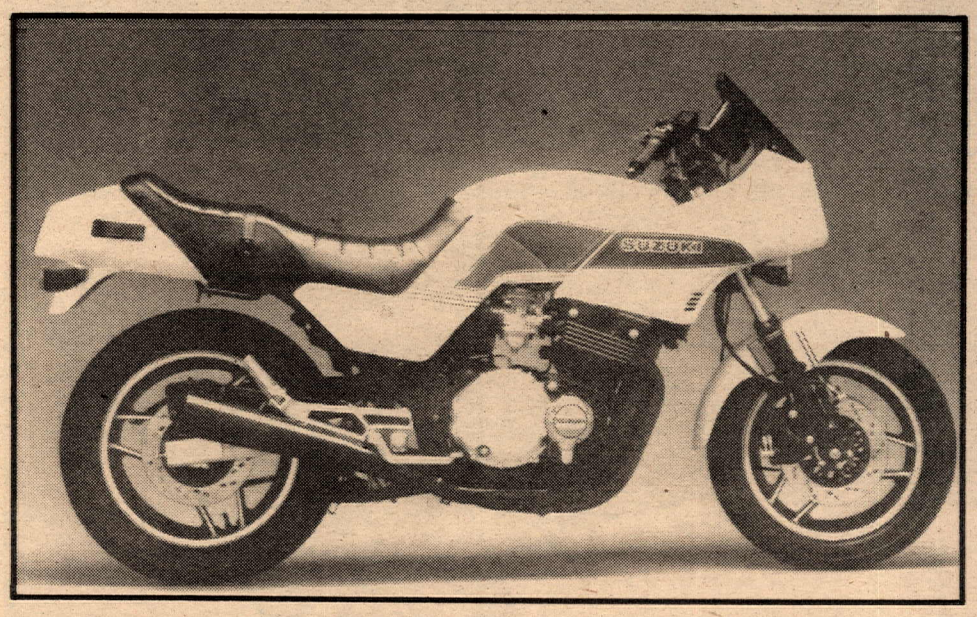
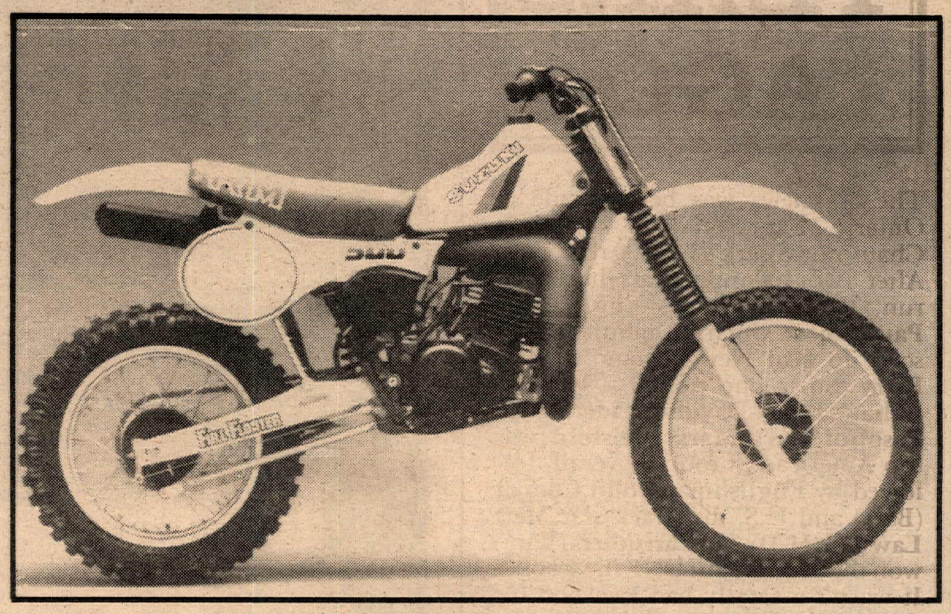
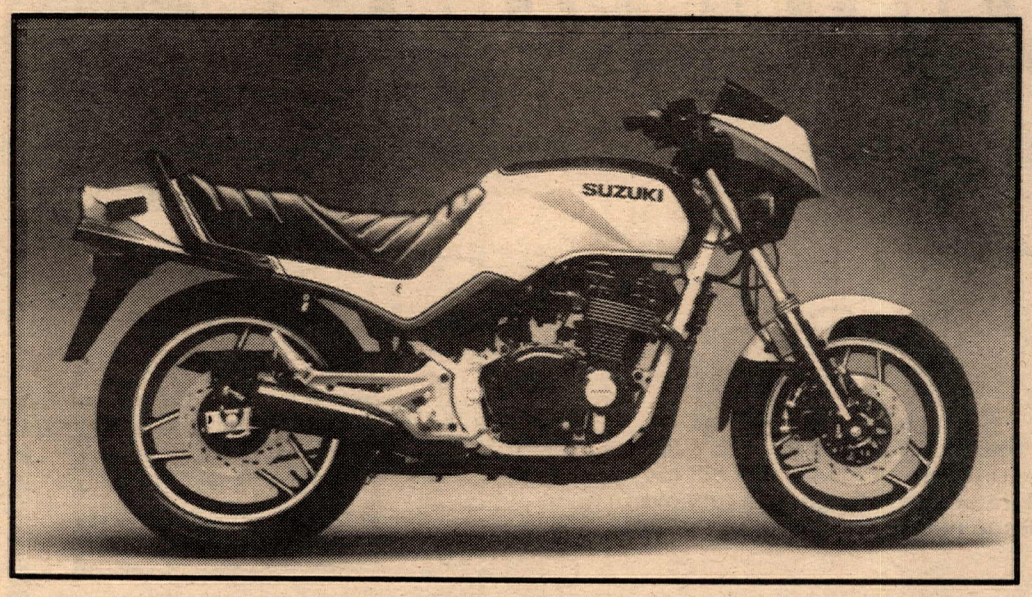
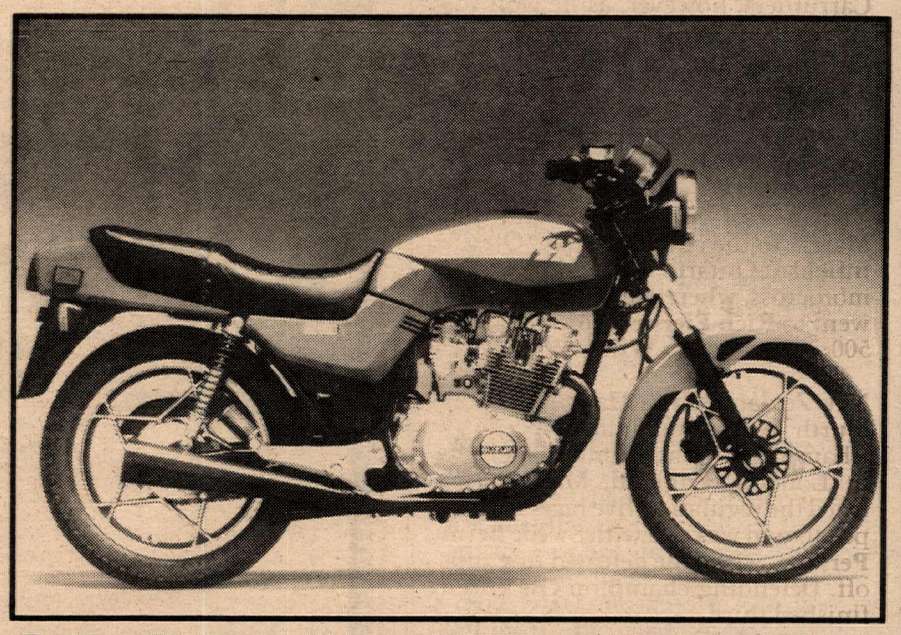
What you'll see in '83: The new Suzukis



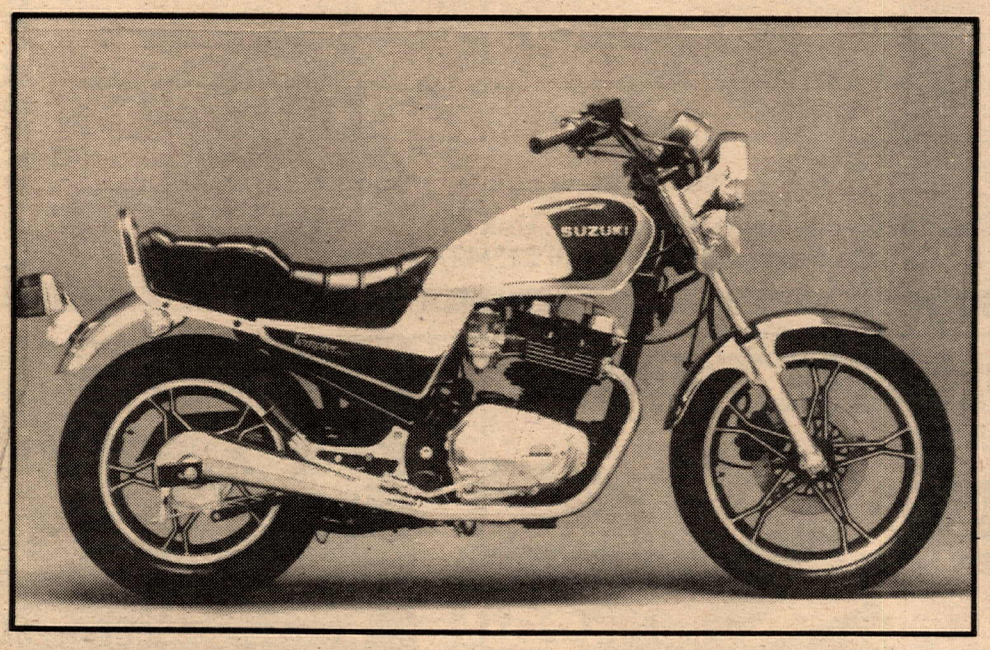


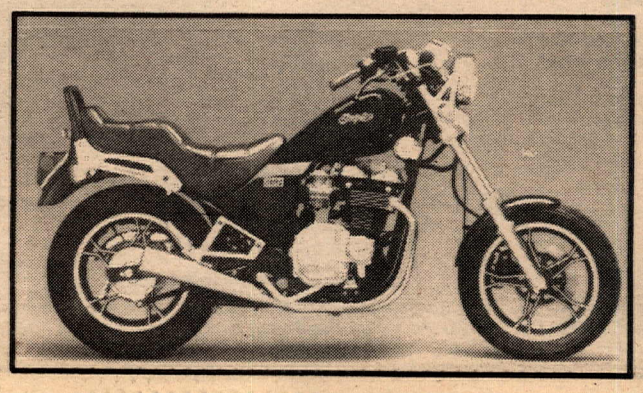
(Above) One of the stars among the new Suzukis was the GS750ES, featuring Full Floater rear suspension, 16-inch front wheel, anti-dive forks, 16-valve engine and a half fairing. (Below) The GS550E (ES designates a half fairing; E a quarter fairing) has many of the same features. (Below middle) The GR650 Tempter is a vertical twin designed for light weight and high performance, with a variable mass crankshaft and Full Floater. (Bottom left) Another new model is the smaller-sized four-stroke DR100.

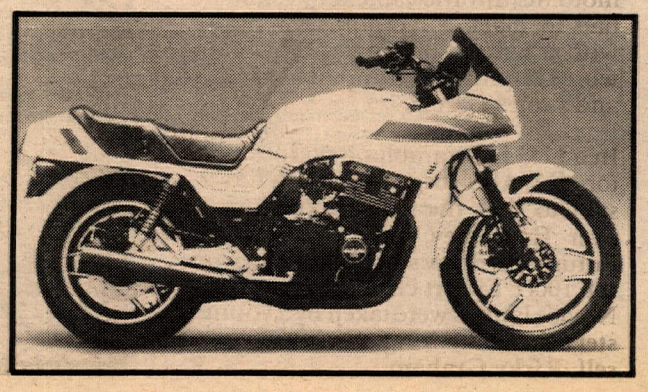




(Top) Suzuki's biggest MXer, the RM500, gets a displacement boost to 492cc. New suspension struts and four-speed transmission go along. (Above) The GS450E gets Katana styling for '83. (Below) The newest RM80 is water-cooled and has 9.5 inches of suspension travel. (Bottom right) GS1100ES gets racy styling, but retains twin shocks and 18-inch front wheel. (Bottom middle) GS550L custom model shares the 16-valve engine with the 550E and ES, as well as the Full Floater suspension and 16-inch front wheel, but the effect is somewhat different.







TEN YEARS AGO

The big news was being made at Ontario Motor Speedway, site of the Champion Spark Plug 200 road race. After two 100-mile heats had been run, the winner was Englishman **Paul Smart**. Smart combined a 5-1 score to beat New Zealand's **Geoff Perry** (Suz), who posted a 4-2, and Italian Harley-Davidson rider **Renzo Pasolini** (6-4). **Mark Brelsford** was top American at fourth overall, followed by Englishman **John Cooper** (BSA) and U.S. dirt track star **Mert Lawwill** (H-D). **Kel Carruthers** (Yam) won the first leg, but DNF the second. It wasn't a totally bad weekend for Carruthers, however, as he won the Junior/Expert Combined race. Following closely most of the way — and leading at times — was Yamaha-mounted **Kenny Roberts. Dave Smith** and **Marty Lunde** finished 3-4, both on Yamahas. In the Junior race, the Kawasaki of **Jerry Greene** led the Yamahas of **Steve Baker** and **Jeff March** to the checkered flag. On the infield at Ontario was a professional motocross, where the 250cc class win went to **Rich Eierstedt** (Mai) and the 500cc class to **Jim Wilson** (CZ).

New Zealand's **Ivan Mauger** won his fourth World Individual Speedway Championship at Wembly Stadium in London, England. Mauger finished the regulation five races with 13 points and was tied with Swede **Bernt Persson**, whom he defeated in a run-off. Defending champion **Ole Olsen** finished third.

Husky's **Heikki Mikkola** turned in a 1-1-2 performance to capture the International class in the Trans-AMA Series event held at Linnville, OH. Second overall went to Maico rider **Hans Maisch** with Suzuki's **Roger DeCoster** third. **Bryan Kenny** was top American at sixth. The Support class featured a three-way tie, with **Bob Grossi** (Hus) edging **Peter Lamppu** (Kaw) and **Jim West** (Hus) by virtue of a better second moto finish.

Mike Bast had a good weekend in the southern California speedway circuit, capturing Scratch main event wins at both Irwindale and Costa Mesa.

Ben Hur was more tham 10 years ago, but the spirit caught on in Indiana. Promoters there staged a motorcycle chariot race, with drivers controlling the machines from chariots by means of control cable lash-ups. The main event was won by **Denny Aigner.**

Action in the Open Senior class of a San Antonio, TX, motocross saw **Kent Howerton** (Yam) doing most of the leading. However, in the second moto his throttle cable broke, and he had to make a temporary hook-up with a wire coat hanger. Howerton wound up third behind **Steve Foster** and **James Garcia.**

In a benefit scrambles held in Stockton, CA, **Alex Jorgensen** rode a Kawasaki to win the 250cc Expert class over **Jim Foley** and **Gary Lozano.** Future speedway star **Mike Faria** won the 100cc Expert class, and the 125cc Novice laurels were taken by a youngster with something of a future himself, **Ricky Graham.** •

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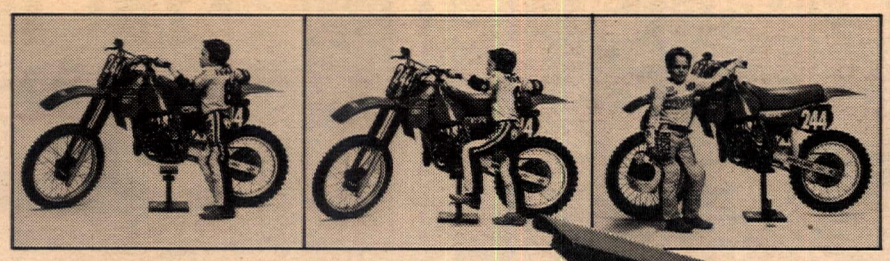

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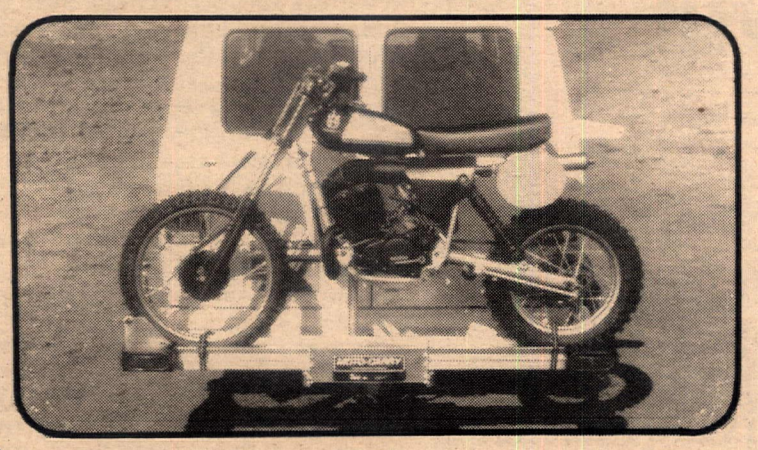

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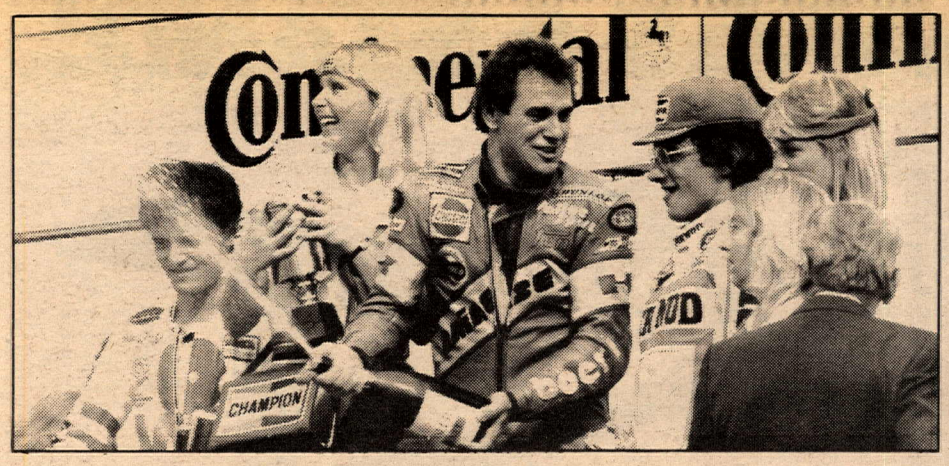
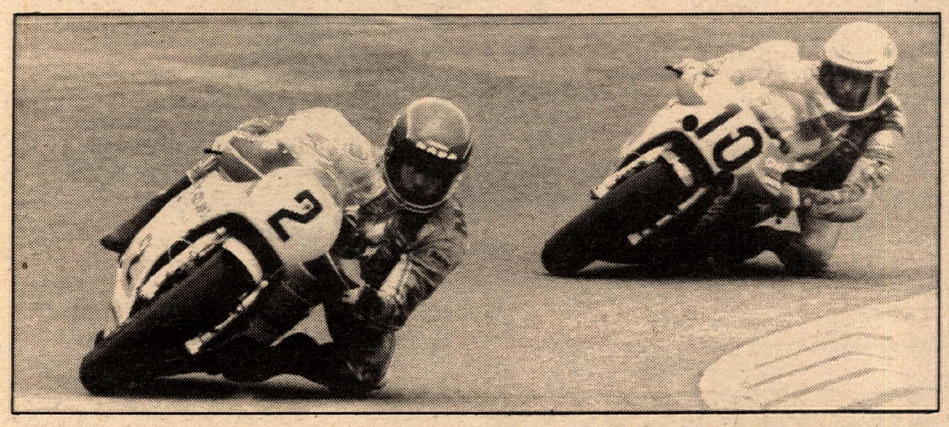
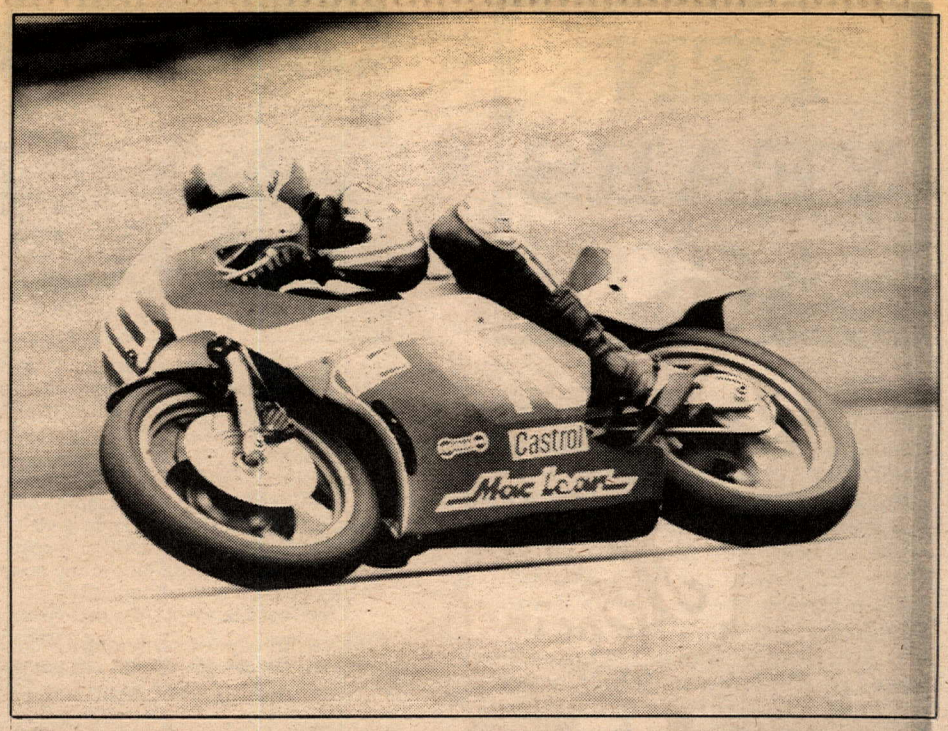






(Left) Randy Mamola (2) and Franco Uncini battled for much of the 500cc GP, and when Uncini collided with leader Freddie Spencer, Mamola took the win. (Above left) Toni Mang, who took the 350cc World Championship, missed the 250cc title in spite of winning the race. (Above) American Rich Schlachter had troubles, finished 17th.

World Road Racing Championship Series: Final Round

Mamola cops surprise GP win in Germany

By Henny Ray Abrams

HOCKENHEIM, WEST GERMANY, SEPT. 26

Randy Mamola, on an HB International sponsored factory Suzuki, capped a disappointing season with a stunning last minute victory in the German Grand Prix at Hockenheim when leader Freddie Spencer collided with newly-crowned World Champion Franco Uncini and fell, three turns from the end of the race.

Mamola waged an epic race-long duel with Uncini a few seconds behind Honda's Spencer. On the last lap, in a slow horseshoe corner in the "stadium" portion of the 4.1 mile long thumb-shaped track, Mamola and Uncini both caught Freddie, who led from the fifth of the 18 laps. Mamola went quickly under him, and as he did Spencer moved down the track, leaving Uncini in a squeeze between them. Uncini hit Spencer, taking Freddie's front wheel out, sending them both down. Franco walked away, as did Freddie, but Spencer blacked out and was taken to the hospital with a concussion and broken collarbone. He was released Monday and returned to the United States.

When Mamola crossed the finish line with his first GP win of the year, he looked back to see who was second. His teammate Virginio Ferrari was 21 seconds back with Uncini's Team Gallina Suzuki teammate, Loris Reggiani in third. The two other factory Hondas of Takazumi Katayama and early leader Marco Lucchinelli finished out the top five.

Yamaha's Kenny Roberts was on hand, but recovering from a recent knee operation and was spectating.

500cc GP

Although the title had been decided almost two months earlier, the 500cc race was still the premier event. Spencer said he was clocked at 177 mph and was the fastest in top speed and fastest qualifier.

"We put a special engine in Franco's bike during testing on Tuesday," Roberto Gallina, Uncini's team leader, said, "and we went 308 (182.5 mph)." Uncini was fourth qualifier and riding with a broken foot.

Yamaha's best placed rider was Team Marlboro/Agostini's Graeme Crosby, in ninth, who stayed on his square-four after a test ride on Roberts' ill-handling V-4. He had a four point advantage on Spencer for second in the points race, and wanted to replace the "5" on his fairing with that "2."

The skies darkened as the 500s went to the line, but the rain held off. Lucchinelli got the holeshot with Mamola, Spencer, Uncini and Crosby in pursuit. Behind them came another group with Uncini's younger teammate, Reggiani, Mamola's older teammate, Ferrari, Middelburg and Katayama.

"Lucky's" lead grew, then shrank and on the seventh of 18 laps Spencer zapped him for the lead. Uncini and Mamola took turns towing each other in third and fourth with "Croz" right there.

Lucchinelli had started slowing on the fifth lap and started to drop back. "My crankshaft was coming apart and the bike was vibrating badly. I set lap records on each of the first four laps, then Freddie set one on the fifth lap," said Marco.

Indeed, Spencer had set a new lap record of 2:09.16 at an average of 115 mph. He soon built a five second lead on a great duel between the Suzukis of Mamola and Uncini. Mamola was riding his race of the year, but Uncini stuck to him like a summons. Uncini didn't look like a winner. Riding in pain with the broken foot, he'd had a special rear brake system built but his style, when he's on, is to go to the front and pull away, and he wasn't doing it. "Lucky" and "Croz" were fourth and fifth at this point. Katayama was slowed when his rear brake started sticking.

Spencer's gap was a constant five to six seconds on the Suzukis, even though he was down on power. "Early in the race I followed Randy up the straightaway after the start/finish line and pulled out of his draft to pass him. But when I did it was kind of funny because I just pulled up next to him, but couldn't get by," said Spencer.

His second in the standings looked like a good bet when Crosby fell late on the 15th lap of 18 laps. "The front end went away," said Crosby. "If I'd been riding the V-4 it would have killed me." He took a precautionary ambulance ride to the hospital, but was OK and was released.

With three laps to go, Spencer's lead started to shrink when his engine slowed and his tires started to fade. "I don't know what was wrong with the motor, it just started to feel sick," he said.

His pit board warned that Mamola was five seconds behind, but in fact he was catching up quickly. "I was doing 2:10s and Freddie was doing 2:12s so I made up two seconds a lap," said Mamola.

The gap closed, and in the stadium horseshoe Mamola shot by underneath. "I saw Freddie go high so I just went by him on the inside. He didn't even know I was there. He must not have gotten the right pit signals on the last few laps," Mamola added.

As he went by on the inside, Spencer moved down and was hit by a charging Uncini, knocking him down in a shower of sparks and sending him to the hay bales.

Uncini got up, tried to start the bike, then parked it and walked away. Spencer started to walk away but got dizzy and went to the hospital, not knowing for certain what had happened.

"I saw Randy go by and couldn't believe it. Then the next thing I know somebody hits me. That's racing. I'm sure Franco feels bad, but it's nobody's fault. It could happen to anyone. I didn't know they were there. I was looking back during most of the race, but didn't on the last few laps," said Spencer.

"I looked back at the finish and said, 'Where is everybody?'" said Mamola. The next rider was his HB International teammate, Ferrari, 21 seconds back, giving the team its best finish of the year. "My plans for next year are to do the GP's again," said Mamola. An HB International Katana Superbike was shown earlier in the week at the Cologne (West Germany) show, indicating a new direction for the team. Rumors indicate there will also be rider changes on the team.

350cc GP

The 350s ran their last GP of the season in a steady rain, which delayed the start so the teams could change tires. Fast qualifier Anton Mang held a five point lead on Belgian Didier de Radigues, on a Chevalier Yamaha, and 12 on Jean-Francois Balde, who could theoretically still take the crown.

Mang and Manfred Herweh, a German in his first GP, were all alone out front while almost half the field dropped out.

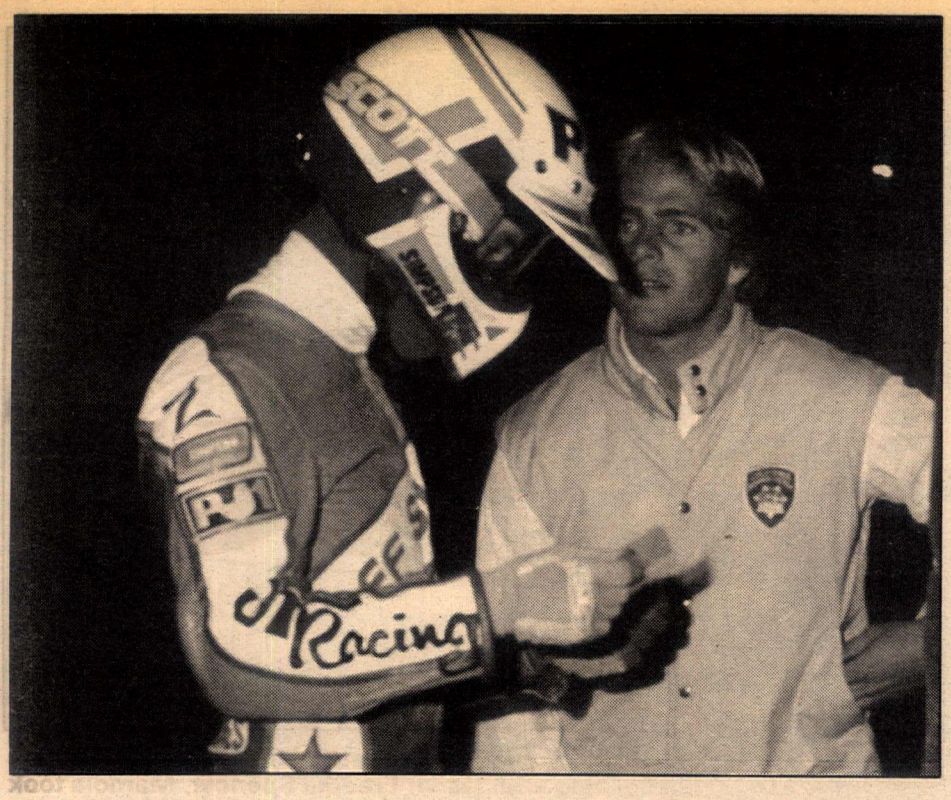
Herweh took the race, not bad for a first try in the rain, by a scant .37 second over Mang. Mang, who took his fourth World Championship, had over a minute on third place Frenchman Eric Saul, who finished fourth for the year. DeRadigues finished a lap down in 12th, but took second in the overall standings to Balde, who finished ninth for the day.

250cc GP

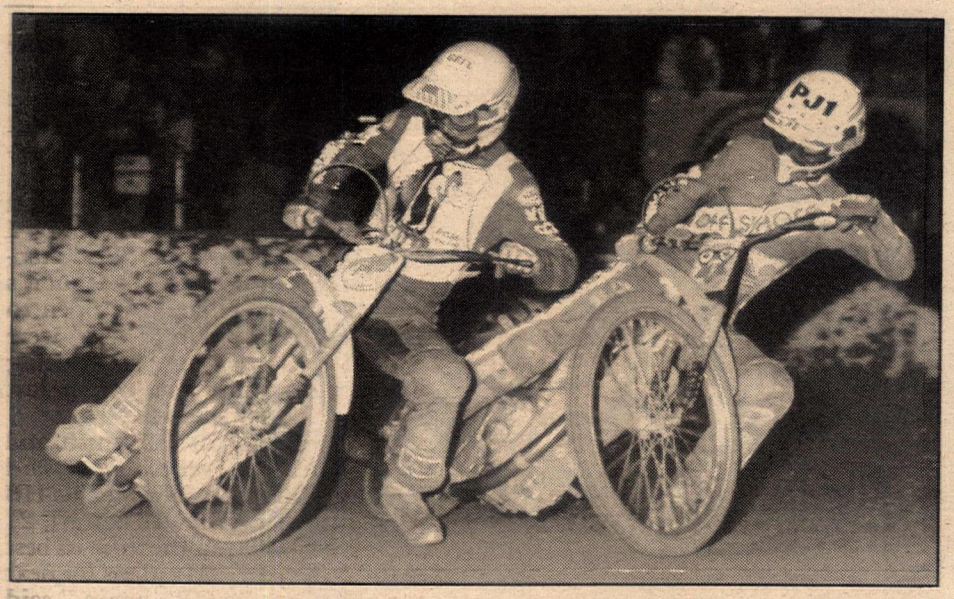
The 250's had World Champion Anton Mang looking at the eight point deficit he was giving to Jean-Louis Tournadre. It did nothing to dampen his enthusiasm, and the popular Bavarian lowered his own track record by a second a half in qualifying.

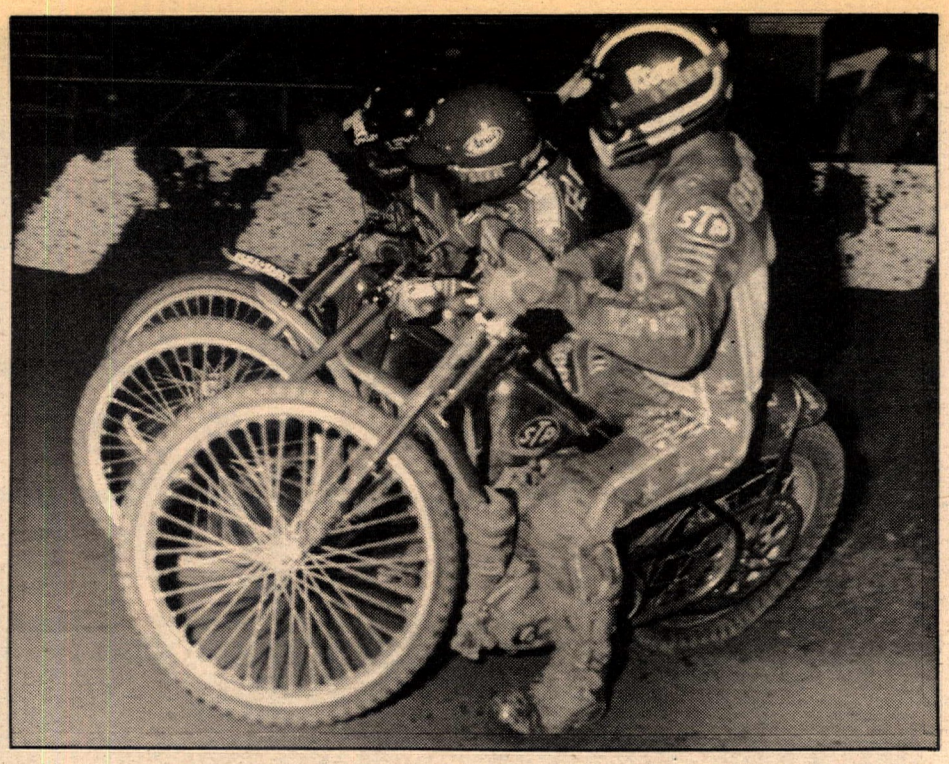
The racing, as usual, was close and hard-fought with little edge in machinery to anyone. The first part of the

(Continued to page 43)

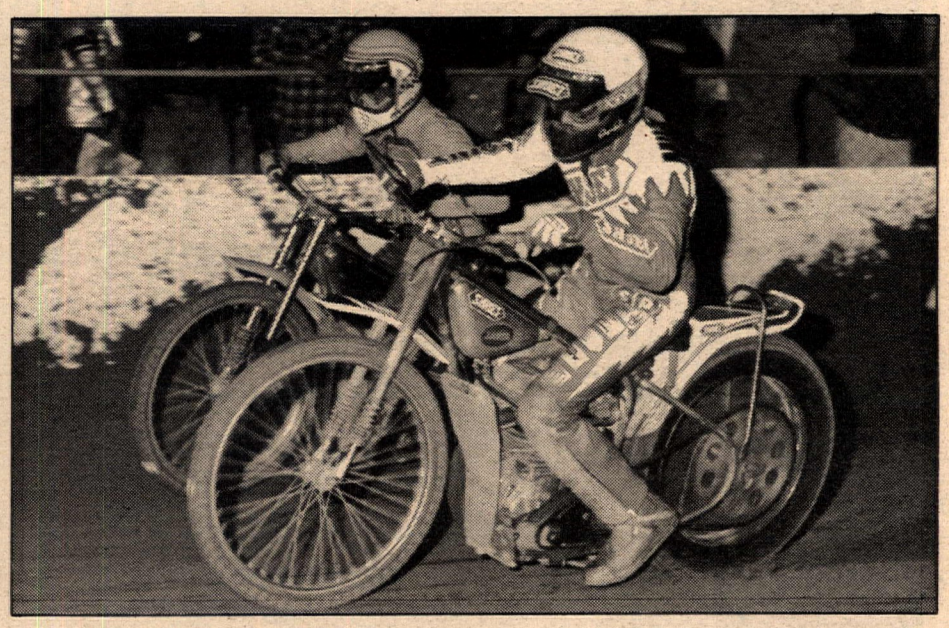


(Above) The new California State Champ, Lance King with coach Bruce Penhall. (Below) King follows John Cook momentarily in the run-off race.





(Above) Alan Christian inside of Dubb Ferrell and Bobby Schwartz. (Below) Keith Chrisco leads Mike Faria toward an eventual run-off.



King reigns at California State Speedway Championship

By Scott Daloisio

SAN BERNARDINO, CA, SEPT. 10

Nineteen-year-old Lance King defeated John Cook in a run-off to become the 1982 California State Champion at John LaDouceur's Inland Motorcycle Speedway.

Mike Bast (Justice Brothers/Pre-Fab Jaw) got the evening underway when he defeated Mike Curoso (Rivera Engineering/B&B Wes) and Alan Christian (STP/Super Seer Godd) in event one. Cook (Bell/Hi-Point Wes) made it look easy in event two as he won by half a straightaway over Bobby Schwartz (Bel-Ray/Bell Jaw). King (Off-Shore/JT Wes), who was riding World Champion Bruce Penhall's bikes and had Penhall in his pit as a coach, easily won event three with Dave Sims (Michael's Lapidary/Long Beach Sounders Godd) edging Keith Chrisco (Windlord/Oakley Godd) for second. Mike Faria (Shoei/Cody Products Jaw) closed out round one with a hard fought decision over Steve Lucero (Super Seer/STP Wes).

Northern California's Paul Orlandi (Hansen Motors/Hi-Point Wes) and Shawn McConnell (Real Estate Services/Vans Jaw) were first out of the gate in race five but it was Cook blasting by for the lead in turn three on lap one. Cook again ran away from the pack for another big win with Chrisco slipping by Orlandi for second on the final bend. John Sandona (Super Seer/Esprit Jaw) rode a Bill Cody-prepared machine to an upset victory in race six. King was first out of the gate with Sandona shooting through for the lead in turn two. King kept the heat on the wily 28-year-old the entire distance but suffered his only setback on the night when he fell one bikelength short at the line.

Faria stayed even with Cook with another victory in event seven. "Flyin' Mike" then came up against Cook in race 10. Cook took the lead from the number two slot and never looked back as he won over Dubb Ferrell (Vera's/Arai/STP Jaw), who held off Faria for second the entire distance. Chrisco outdistanced Sandona in event 11, with King closing out round three with an easy victory in event 12.

Cook and King met in event 15 with Cook ahead by one point. The race was red flagged on the original start when Christian and Cook tangled in turn two, sending Christian hard into the wall. On the restart, Cook was first out of the gate with King in hot pursuit. If Cook had looked over his shoulder over the first two laps he would have been nose to nose with King. They continued inches apart and finally made contact near the end of lap two. King, on the inside, rode Cook out to the wall on the back chute on lap three and emerged from turn four with the lead. King stayed in front over the final lap and pulled into a tie for first after four rounds.

Chrisco made it two wins in a row when he defeated Faria in event 16. The win also put the surprising Costa Mesa resident into a tie for third with Faria heading into the final round.

King passed McConnell on lap one and then held off a persistent Faria to win race 17 and close out his score at 14 points. Chrisco got the gate in event 18 but it was a determined Bast getting by and running away from the pack, forcing "The Chrisco Kid," who finished second, into a runoff with Faria for third. Cook easily won over Sandona and Sims in the final heat, giving himself 14 points and setting up a showdown run-off with King.

Faria got the gate over Chrisco in the runoff for third. Chrisco pulled even on the back straightaway on the first two laps with Faria shutting the door by the time they hit turn three. Chrisco, trying the inside, went hard into turn one on lap three and flew off his machine, landing heavily on the back of his head. The race was red-flagged and held up for 15 minutes as a neck brace was applied and Chrisco was removed via backboard. Fortunately the popular rider was later walking around the pits under his own power.

Finally the time for the big shoot-out arrived. King, the young Cradley Heath star was on the pole with Cook, the ex-Ipswich star coming from two. It was even out of the gate with Cook leading into turn one and King leading as they came out of turn two. Cook tried to get by King on the outside but momentarily bobbled on lap two, giving King a three bike-length lead which he never relinquished. King took the checkered flag waving to the crowd as he became the sixth different winner in the 15-year history of the California State Championship. •

Results

1. Lance King (Wes) 14*; 2. John Cook (Wes) 14; 3. Mike Faria (Jaw) 11*; 4. Keith Chrisco (Godd) 11; 5. (TIE) Mike Bast (Jaw)/Bobby Schwartz (Jaw) 9; 7. John Sandona (Jaw) 8; 8. (TIE) Steve Lucero (Wes)/Mike Curoso (Wes) 7; 10. (TIE) Gene Woods (Godd)/Dave Sims (Godd)/Dubb Ferrell (Jaw)/Jim Fishback (Jaw); 14. Shawn McConnell (Jaw) 2; 15. (TIE) Alan Christian (Godd)/Paul Orlandi (Wes)/Rick Miller (Wes)/Dave DeTemple (Jaw) 1.
*—Tie broken by run-off.

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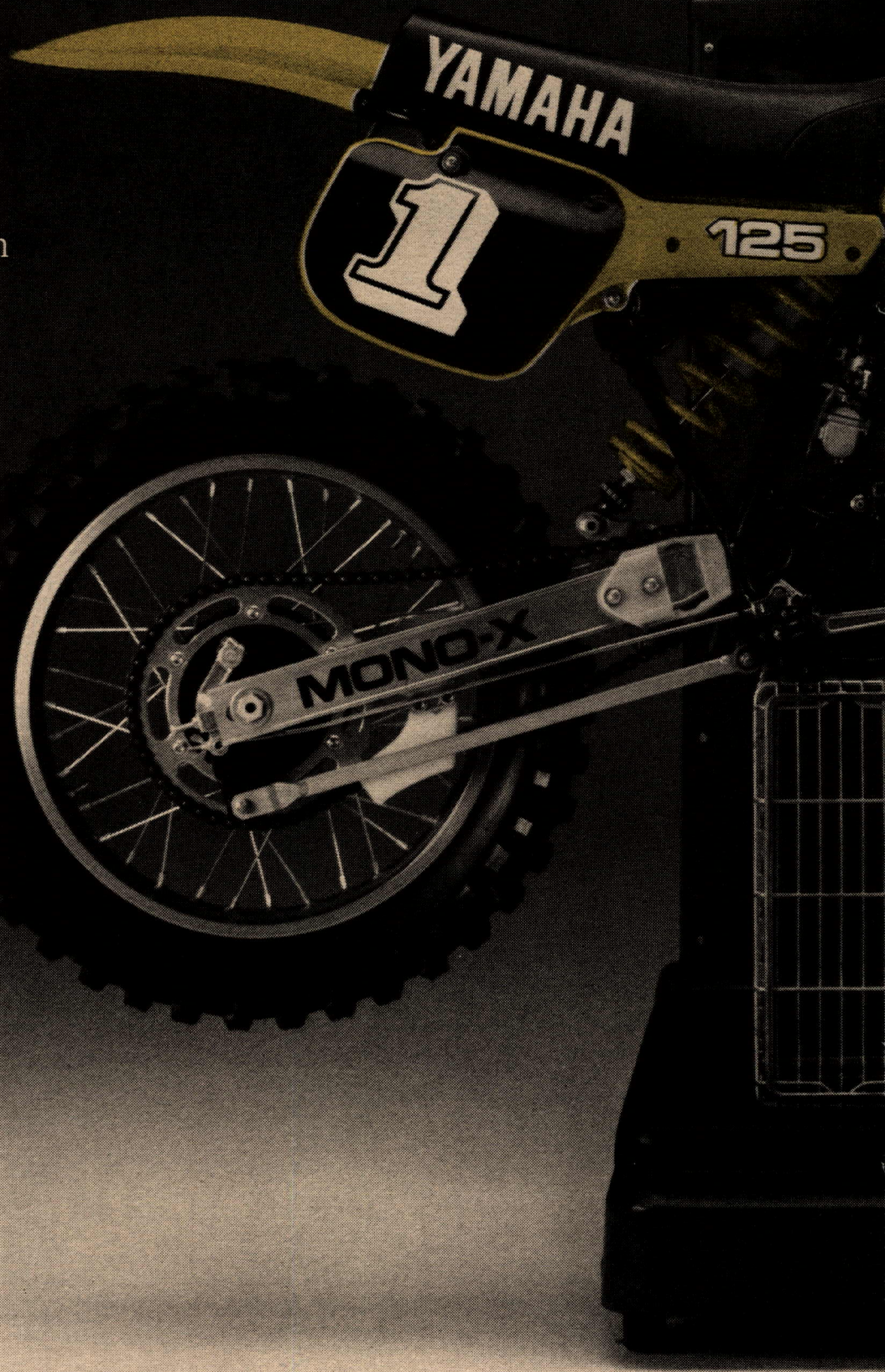

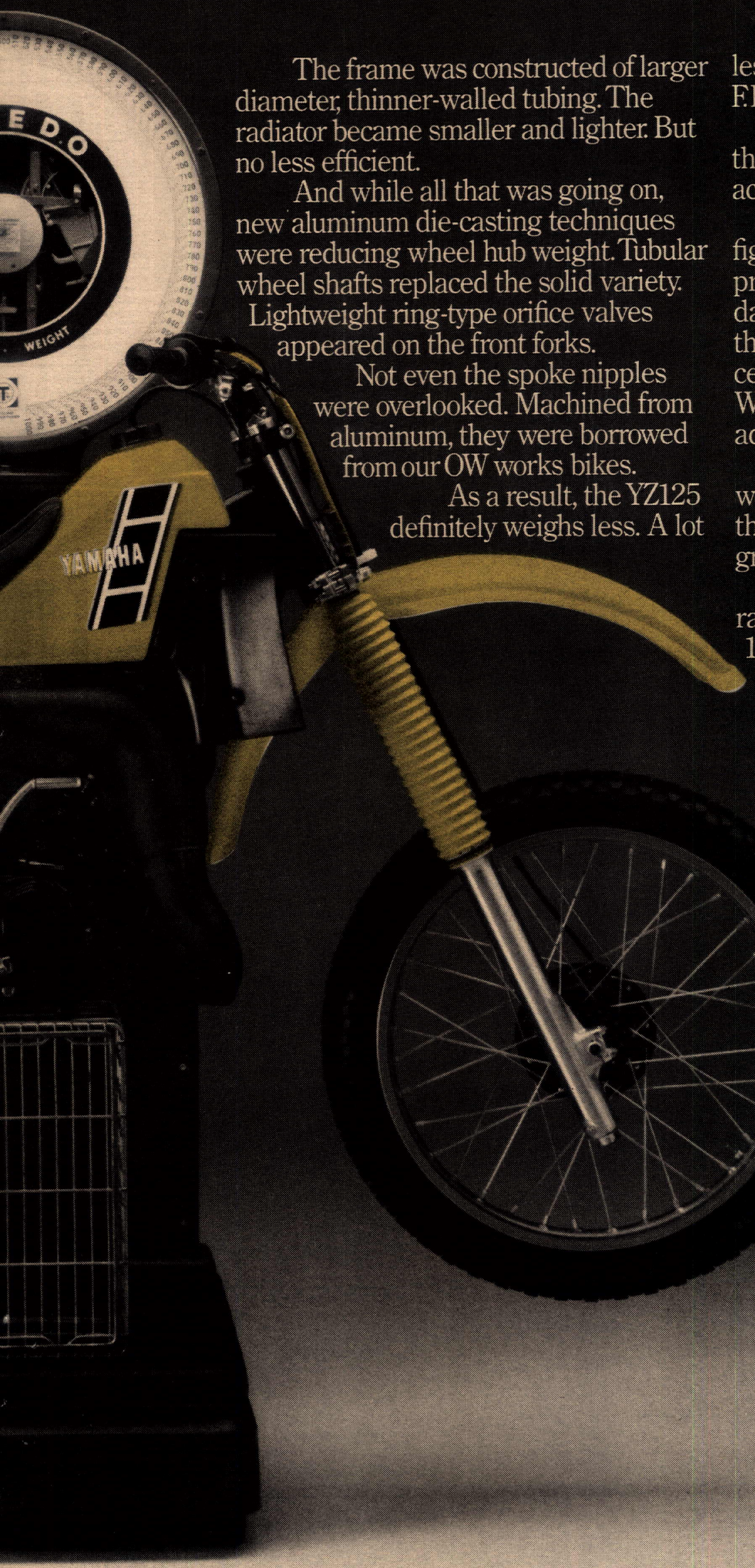

The frame was constructed of larger diameter, thinner-walled tubing. The radiator became smaller and lighter. But no less efficient.

And while all that was going on, new aluminum die-casting techniques were reducing wheel hub weight. Tubular wheel shafts replaced the solid variety. Lightweight ring-type orifice valves appeared on the front forks.

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And remember that smaller radiator we mentioned? Well, we relocated it below the gas tank, again lowering the center of gravity. Again improving the handling.

So, if you're as serious as ever about racing this year, take a look at the 1983 YZ125.

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WE TOLD YOU SO.

On the previous two pages, we told you how we made the 1983 YZ125 the fastest, lightest, best handling machine in its class.

On this page is the proof.

On the right, Ron Lechien aboard a box-stock 1983 YZ125, on his way to winning the 125 class of the Miller High Life Trans-Cal Series opener at Saddleback Park September 26th.

On the left, Broc Glover doing the same thing in the 250cc class aboard an equally stock 1983 YZ250. Which, as you might have guessed, has also been redesigned to be the fastest, lightest, best handling machine in its class.

So if you plan on doing a lot of racing this year, we suggest you do it on a new YZ.

Because if you don't, you just might get beaten.

And we'd hate to say we told you so.

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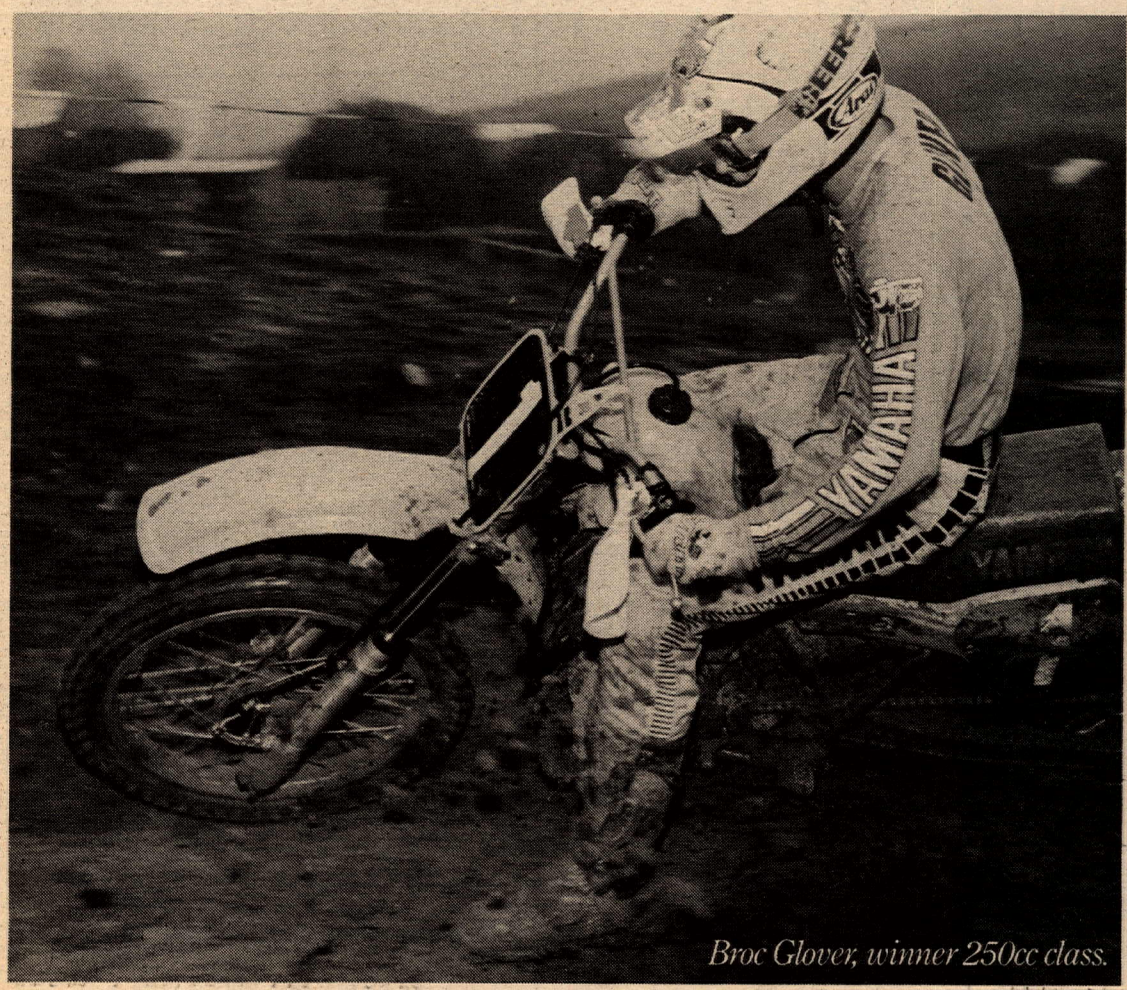
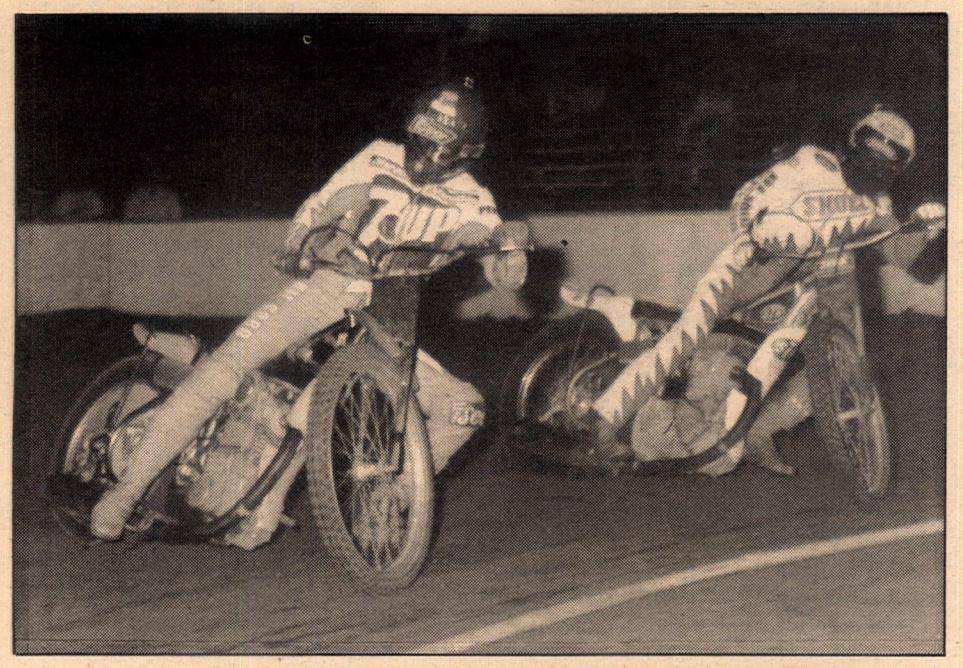
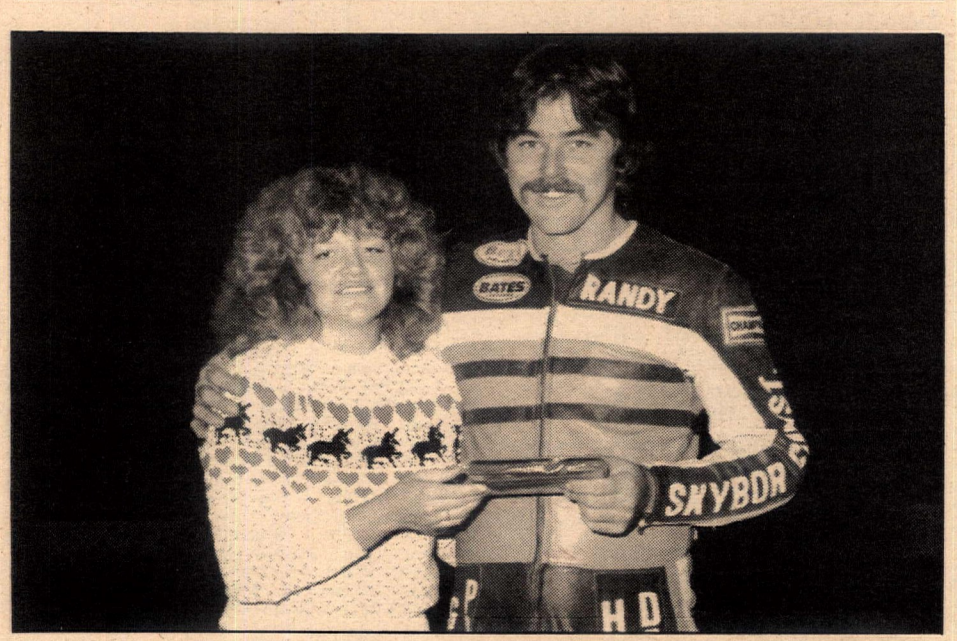


Broc Glover, winner 250cc class.

Ron Lechien, winner 125cc class.

SPEEDWAY WEEK





(Top) Keith Chrisco follows Gene Woods before Chrisco's Handicap main win. (Above) Randy Blevins won the Division Three main.

Faria, Chrisco wound up as Costa Mesa winds down

By Ken Kellogg

COSTA, MESA, CA, OCT. 1

Tonight was the last chance for many of the riders to win one, or another one in '82, so many rode their hardest race of of the year.

The most important race of the night was the feature match race. This race is usually run for the entertainment of the fans only, but tonight it was a four lap run-off between Dave DeTemple and Bob McLain to see who would be the first reserve for the Oct. 9 U.S. National Championships. When the gate went up it was DeTemple in turn one first with McLain not far behind. On lap two DeTemple widened his lead and Mc Lain was never able to catch up. So it will be DeTemple as first reserve and McLain second.

The Junior main was quite a show as these Junior Pros raced with every bit as much energy as the First Division riders. Greg Hancock was first, Jesse Finch second, Jordan Duncan third and David Busby fourth.

The Third Division main was won by 10-yard-liner Randy Belvins. Randy was in the number two spot for the first lap and on lap two he took over the lead from Rick Vanderham. Ken Hansen, who began the race in the third place position, ended in a disappointing fifth place. Mark Weaver finished his season with a third place win.

Leading from start to finish in the Second Division main was Wayne Leutz. Finishing right behind Leutz was favorite Mark Dwyer. Finishing third after passing Alan Davidson was Chris Reichardt; fourth was Greg Ayers.

Kurt Strommer took the Handicap main lead for the first two laps before Keith Chrisco finally worked his way under and past. By the time Strommer regained his composure, it was the end of the lap and he was in fourth place. Shawn McConnell finished second riding from the number four position with Mike Faria finishing third and Strommer fourth.

The Scratch main was the last regular season race for '82 and was really quite anti-climatic. Mike Faria took the gate, the lead and the win. Finishing second was Dubb Ferrell, who came out second from the sandwich position, lane three to challenge Faria. John "give 'em a show" Cook went out and the master of the gate-shot, Mike Bast finished third.

Saturday Oct. 9 the U.S. National Championship will begin at 8 p.m. and, without Penhall racing, it is guaranteed that you will see a new National Champion. •

Results

SCRATCH MAIN: 1. Mike Faria; 2. Dubb Ferrell; 3. Mike Bast.

HANDICAP MAIN: 1. Keith Chrisco; 2. Shawn McConnell; 3. Mike Faria.

SECOND DIV: 1. Wayne Leutz; 2. Mark Dwyer; 3. Chris Reichardt; 4. Greg Ayers.

THIRD DIV: 1. Randy Blevens; 2. Rick Vanderham; 3. Mark Weaver.

Desert Hotline

Kelly/Ashcraft top Shamrocks D-37 team race

By Shirley Upp

FREMONT VALLEY, CA, SEPT. 26

Tom Kelly (Hus) and Dan Ashcraft (Hus) teamed up to take the overall win in the Shamrocks M.C. team race. The Shamrocks had 31.7-mile course laid out for 119 teams and 64 Ironmen to enjoy. There was nothing but praise for this race and the course that was described as a rider's course.

It was Tom Elias off the line like a bullet, but at the bomb it was Dan Smith (Hus) with the lead. Kelly was back at 12th after the bomb run. At check two Smith had opened up a good lead, while Kelly had worked his way up to second. Lee Scheffers (Hon) was third with Ironman Darren Pritchett first 250cc at fourth.

After one loop, Smith had a 50 second lead when his partner Chris Crandall took over. Kelly hit a rock coming into the pits and put a hole in his sidecase, losing all his oil. He was able to make it into the pits with out losing any positions for his partner Dan Ashcraft. Scheffers was in for third and an anxious Chuck Stearns was ready to take over. Ironman Pritchett was still running first 250cc but being chased by the Mattox brothers, also 250cc riders.

The leader Crandall was having his troubles as he got a flat and by the time he got to check two on the second loop Ashcraft had the lead.

Kelly was able to keep the lead with little or no trouble on the third loop and at the finish it was teammate Ashcraft in for the overall win. These two desert aces both had a great ride today. They also had a great friend Butch Smith (Dan Smith's dad) had helped them with their finish today. Before the race Ashcraft was in need of a cylinder head, so Butch gave him the head off his bike. When Kelly put the hole in his sidecase it was Butch there to help. Ashcraft also wanted to thank his sponsors Husqvarna, Husky Products, Bel-Ray, Scott USA, Champion Spark Plugs and Pro Circuit.

Second was the team of Scheffers and Stearns both stating they had a good ride and enjoyed the course. Third overall and first 250cc was the hard riding team of Howard McCasland and Ed Pierce Jr. The Mattox brothers came in for the fourth overall and second 250cc. In the C bike battle, Tom Elias and Tim Sinclair took home the win with Mike Sixbery and Jim Mattox taking second. Seventh overall was the Amateur/Expert team of Ken Oviatt and Phil Cloward who had a great ride today. Eighth was another 250cc team of Doug Winchell and Steve Webb. In for ninth was the C bike team of Duane Summers and Scott Atchison. Rounding out the top 10 was the first Open Vet team of Charters and Ellis. Taking the runner-up spot were David Sweeney and Mark Force. The 250cc Amateur class win went to Andy Mathews and Bryan Statham with Kurt Mann and John Reed a second. Rick Price and Oliver Rathlein rode a hard race and earned a first in the Open Amateur class with another pair of speedsters Shuler and Bennington taking second. Doing some fine riding today in the Open Senior class were Morris Norman and Art Knapp, taking the win. The 250cc Vet class was won by class riders, Russ Jones and Monte Lee.

In the Novice race it was 250cc riders Brett Shaner and Fred Frenzel taking the overall win. Second was another team of hard riding Novices, Tim and Dan Seagondollar, riding out of Apple Valley Cycle. Third were Bruce Mortensen and Scott Henderson.

Eddy wins D-38 Veteran's Hare Scrambles

By Loretta Pipkin

IMPERIAL, CA, SEPT. 26

Paul Eddy (Kearney Mesa Yam/ Malcolm Smith) romped his 250cc Yamaha to the overall win today in D-38 Veteran's Hare Scrambles.

The race started in two waves a minute apart. The riders were fanned out in a mad dash for the non-existent smoke bomb now disguised as the first check. Craig Corda led the pack with Dale Stevenson, Leon Livingston, Marty Tripes, Paul Eddy and Ed Foland following. At the third check on lap two, Corda's fire went out and you could see him dejected over the black box as he took it to the barn. Eddy moved into the lead and never let it go. Tripes was a short minute behind him into the third loop, followed by Livingston, Foland and Terry Strauwald. At the rock house Tripes faded. "I was just too tired," said Marty later, "tired makes for mistakes and mistakes can ruin ya." Tripes had driven in at 3 a.m. after competing in an off road race at Barstow, CA.

At the end of the third loop, Livingston was a minute behind Eddy. Third and fourth place was a hair raiser between number one and two 125cc plate holders Foland and Strauwald. Strauwald bit it as he was coming down the soft hill, riding Foland's fender, but was up after Foland before you could blink. Foland cranked up the green machine a notch, keeping Strauwald on the edge to the end.

Moving into the Amateur ranks were Jamie Tucker and Robbie Pippin. They were dicing with Bob Bell and Pat Lowerie till Pippin siezed and Tucker put some distance on them. Tucker brought home the class win with Bell a hard run second.

Pippin got the Reams/Maynard award for wanting to ride. Someone told him he could use another bike and off he went on a ride that was fun, but earned no points.

Into the 125cc Novice win slid Dick Bird's young son John. Old Dad picked up second Amateur Senior behind Hal Graves. Mama Bird is a classy lady, smoothing her brood's feathers and cheering them on. Older son Bob DNF this trip, but you can bet the machine will be a project of this total racing family. •

Unofficial Results

OPEN EX: 1. Leon Livingston (Hus); 2. Dale Stevenson (Yam).

OPEN AM: 1. Steve Basin (Yam); 2. John Robinson (Yam); 3. Allen Blevins (Yam).

OPEN NOV: 1. Dave Cox (Yam); 2. George Ryan (Yam); 3. Bob Towne (Yam).

SR EX: 1. Joe Finger (Hus); 2. Charlie Baker (Hus); 3. Phil Ziegler (Yam).

250 EX: 1. Paul Eddy (Yam); 2. Gorden Clark (Hus); 3. Matt Hope (Yam).

250 AM: 1. Todd Kennedy (Yam); 2. Randy Byers (Yam); 3. Nick Tubbs (Hon).

250 NOV: 1. Scott Mathison (Yam); 2. Todd McKay.

SR AM: 1. Hal Graves (Suz); 2. Dick Bird (Hus).

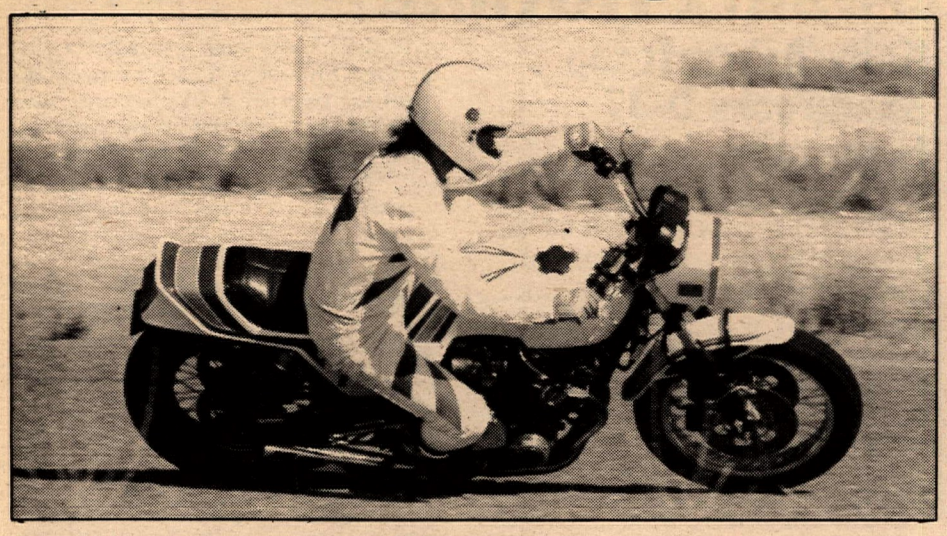
125 EX: 1. Ed Foland (Kaw); 2. Terry Strauwald (Yam).

125 AM: 1. Jamie Tucker (Suz); 2. Bob Bell (Suz); 3. Pat Lowery (Suz).

125 NOV: 1. John Bird (Suz); 2. Roy Basin (Yam); 3. Larry Berg (Suz).

SR NOV: 1. Dave Orozcos (Suz); 2. Ted Scott (Yam).

Western hotline



Ottis Lance won four heats at PIR's road race.

Ottis Lance day at PIR RR

By John Burrus
Photo by Bill Enzweiler

PHOENIX, AZ, SEPT. 26

Today was a real cactus boiler at Phoenix International Raceway, and the scooter wars sponsored by Phoenix Road Racing Organization more than matched the 100 plus temperatures.

In the early practice rounds, Jerry Cline on his 1100 Suzuki and Norm Benedum on his early model 750 Honda looked like the GP class riders to beat, but then a personable young gentlemen visiting from Texas and new to road racing — would you believe his *second* race — became a terror on the asphalt.

Ottis Lance riding a slightly modified 1000 Suzuki (with wire wheels, yet) absolutely dominated all four heats. He made it look easy, getting three or four seconds ahead on the first lap, then maintaining that lead.

The only exception was the first heat, when Jerry Cline jumped in front and held a narrow lead for a couple of laps. From then on, it was Lance all the way.

The first and third races had GP and Box Stock bikes on the track at the same time, though with a delayed start for the stockers. Super Street classes in the other two heats used the same format, with the slower bikes starting half a lap later. Needless to say, by the time the competitors were well into the race, the mix produced some very interesting situations. The only bad mishap, though, occurred in the third heat. Dorrance, riding a Box Stock 1100 Suzuki, lost it in a turn. The race announcer said he was conscious and had only some lacerations, but it was worth a trip to the nearest medical outlet.

That complicated the situation a little, because one of the spectators had earlier collapsed from a heat stroke, and Dorrance took the last available ambulance. When a backup unit arrived 20 minutes later, the third heat was restarted and shortened to five laps.

Lance won it handily followed by Pat Palmer on a 750 Kawasaki and Brian O'Neill on a little 350 Yamaha. The fourth race was Ottis Lance day again, and he picked up 18 points on the event.

Results

GRAN PRIX: 1. Ottis Lance (Suz); 2. Pat Palmer (Kaw); 3. Frank Sortelli (M-G).
BOX STK 410-560: 1. Willie Adams (Kaw); 2. Kevin Elliott (Kaw).
BOX STK 561-750: 1. Don Stallings (Suz); 2. Leonard Trager (Kaw).
SUPER STREET 551-750: 1. Mick Frew (Kaw); 2. Ted Gabbert (Kaw); 3. Greg Schmidt (Kaw).
SUPER STREET-OPEN: 1. Mike Williams (Suz); 2. Jim Courter (Suz); 3. Glen Kerlin (Kaw).
BOX STK-OPEN: 1. Jeff Anderson (Hon); 2. Clay Mihlfeld (Kaw).
SUPER STREET 0-410: 1. Tim Haskin (Yam).
SUPER STREET 410-560: 1. Bob Russell (Hon); 2. Eugene Coward (Hon); 3. Norm Benedum (Suz).
CURRENT PRRO POINT STANDING: 1. Eugene Coward (87); 2. Ted Gabbert (77); 3. Ken Baerr (63); 4. Ron Ares (54); 5. Mike Williams (70); 6. Michael Noall (51); 7. Norm Benedum (46); 8. Jeff Anderson (47); 9. Jerry Cline (39); 10. Greg Schmidt (48).

Wollff whips Topanga Trial

By Curt Fesler

TOPANGA CANYON, CA, SEPT. 25

This month's Valley Observed Trials Enthusiasts (VOTE) club trial was put on by Mike "Topanga Fonze" Stramat and the Hicklin brothers. They set up 10 challenging sections; two loops that included a lot of steep hillclimbs with off-camber turns and others carpeted with thick layers of vines and dry leaves. What they didn't bank on was a day of steady rain that turned it all into a slippery, slimy mess. The cleanable, challenging sections turned into treacherous unforgiving obstacles. The traction varied from zero to max a number of times within a section which made for a few spectacular spills. Dabs were handed out wholesale and riders seemed to take every opportunity to dismount and wallow in the mud.

The Amateur class was dominated by Denny "Keko" Wollff on a Bultaco. Keko showed how it was done by registering cleans on sections of world class caliber. His closest competitor was Greg Papazian on an SWM, 22 dabs behind. Greg chased Keko throughout the day, but took too many fives on the slippery hill sections to catch up. Joe Grenctus waltzed his Bultaco to an impressive third.

The Novice class was captured by Reynold Hicklin on his new Fantic. The Fantic is only 212ccs but it seemed to glide Reynold's 230 pound frame up steep, slippery grades like a 500 thumper. Reynold's beautiful fiance was on hand at each section providing his moral support and distracting other riders. The combination proved too much for second place Novice finisher Reece Fesler on his Montesa 200. Reece had some impressive rides that brought cheers from the gallery, but he ended up nine dabs behind at the finish. With a multitude of excuses, the four remaining Novices failed to finish.

First place Beginner went to Malory Hicklin on a hand me down Suzuki. Curt Fesler struggled to second on an SWM and first time rider Jeff Mabbutt took third on a 250 Bultaco. Watch out for him in the future.

VOTE meets the third Thursday of every month at the Sky-Trails Restaurant (7:30 p.m.) in Van Nuys.

Results

AM: 1. Denny Wollff; 2. Greg Papazian; 3. Joe Grenctus.
NOV: 1. Reynold Hicklin; 2. Reece Fesler.
BEG: 1. Malory Hicklin; 2. Curt Fesler; 3. Jeff Mabbutt.

James robs comp of Pee Wee win

By Lee Taylor

VALENCIA, CA, SEPT. 24

Jesse James, Pee Wee wild rider, terrorized the pack tonight, the last Friday night of the California Racing Club's summer season, and racked up an impressive pair of back-to-back wins aboard his trusty R&D Racing Yamaha. Throughout both motos, James held Damon Huffman and Jeff Willott under the gun. When the night's action drew to an end, James captured the gold, Huffman cinched second place and Willott took home third overall. All three lads prepared for a showdown at San Diego Stadium.

Doug Allen (Yam) burned up the turf in the 80cc Stock Beginner contest. Tying up a back-to-back win in one of the tightest races of the night. A large field blasted out of the gate for the first round, with Allen establishing an early lead. He found Burbank Yamaha entry Randy Moseley riding shotgun, Davy Larson holding third and Jody Tapia, at the helm of a cool, green Kawasaki, in fourth and pressing hard. Tapia had a battle on his hands simply holding fourth with Gary Hard's Honda side by side from one end of the course to the other. When the finish line loomed into sight, Allen led the way, Moseley followed suit in second and Tapia sneaked into third.

Their final encounter of the night saw Allen in command with brilliant rides by Moseley in second and Tapia once again in third.

Results

PEE WEE: 1. Jesse James (Yam); 2. Damon Huffman (Yam); 3. Jeff Willott (Yam).
60 STK NOV: 1. Jeff Leonard (Yam); 2. John Shaver (Yam); 3. Jesse James (Yam).
60 STK INT: 1. Shawn Bates (Yam).
60 STK EX: 1. Bubba Erickson (Yam).
60 MOD INT: 1. Shawn Bates (Yam).
60 MOD EX: 1. Bubba Erickson (Yam).
70 STK BEG: 1. Doug Allen (Yam); 2. Randy Mosely (Yam); 3. Jody Tapia (Kaw).
80 STK NOV: 1. Glenn Gordy (Kaw); 2. Micky Elsberry (Yam); 3. Scott Michaels (Suz).
80 STK INT: 1. Chris Burgess (Suz); 2. Tom Holt (KX).
80 MOD BEG: 1. Brock Suter (Yam); 2. Ronnie Densford (Hon); 3. Chuck Pegg (Hon).
80 MOD NOV: 1. Tony Mercier (Suz); 2. Scott Murphy (Yam); 3. Abel Gayton (Suz).
80 MOD INT: 1. Tom Holt (KX); 2. Chris Burgess (Suz).

Charters, Carrasco charge to Corona MX victories

By Kit Palmer

CORONA, CA, SEPT. 24

Tonight at Corona Raceway, as usual, there were many riders who signed up in the 125cc Beginner class to do battle. Two divisions were formed to compensate for the overabundance of racers. And by night's end, both Robert Charters (Suz) and Leo Carrasco (Suz) emerged with a victory.

In the first moto of division one, it was Rick Lane (Suz) who stole the moto win away from Charters. Lane watched Charters' every movement for three laps, then saw his chance and went for it, passing Charters when the leader left a hole in his defenses. At the same time, David Speer (Yam) inherited third spot when Mike Smith (Yam) dropped out of the action. Lane went on to take the win followed by Charters, Speer, Eddie Orton (Suz) and Keith Paramo (Suz).

Moto two was much the same as the first, but Charters maintained, this time, a flawless defense, holding back Lane for the win and overall. Tony Wright (Yam) cruised to a second round third while Orton took fourth.

Leo Carrasco, although he didn't even win a moto, walked away with the gold in division two with a consistent 2-3 tally. It was Bobby Pina (Yam) who led from start to finish in the first moto, but a second moto DNF diminished his chances at the overall. Second went to Eber ahead of Carrasco, Tracy Laye (Hon) and Bruce Miller (Hon).

Chuck Collins (Suz), who trailed a hot second before falling and dropping back to 11th in the first moto, made up for it in the second by capturing the win in front of Carrasco, Eber and Steve Berg (Yam). Eber's 2-4 combo was good enough for second while Tracy Laye's 4-3 earning gave him third.

Results

60 PEE WEE: 1. Dan Brechtez (Yam); 2. Bobby Moon (Yam); 3. Dan Bolon (Yam).
60 PEE WEE: 1. Jeremy Applegate (Yam); 2. Jacob Swain (Yam); 3. Charles Vice (Suz).
60 PEE WEE: 1. Mike Metzger (Yam); 2. Judd Scanlan (Yam); 3. David Ochoa (Yam).
50 PEE WEE: 1. Mark Brittian; 2. David Ochoa (Yam); 3. Eddie Moraga (Yam).
MINI BEG: 1. Chris Winkler (Kaw); 2. Ron Norlund (Yam); 3. Bucky Moore (Kaw).
MINI BEG: 1. Kevin Bussey (Yam); 2. Don McGlaughin (Yam); 3. Frank Smith (Yam).
MINI NOV: 1. Bryan Peterie (Yam); 2. David Church (Suz); 3. Steve Burdettle (Yam).
MINI INT: 1. Alex Mansfield (Kaw); 2. Ron West (Kaw); 3. Gary Lacy (Yam).
125 BEG: 1. Robert Charters (Suz); 2. Rick Lane (Suz); 3. Eddie Orton (Suz).
125 BEG: 1. Leo Carrasco (Suz); 2. Mitch Eber (Yam); 3. Tracy Laye (Hon).
125 NOV: 1. Paul Hanescke (Suz); 2. Rick Tatlow (Suz); 3. John Esposito (Suz).
125 INT: 1. Steve Cardillo (Yam); 2. Leo Saul (Yam); 3. Randy Maleha (Kaw).
250 BEG: 1. Jeff LeRoy (Suz); 2. Cliff Muhnd (Hon); 3. Eric Dickinson (Hon).
250 NOV: 1. Tom Brown (Suz); 2. Mark Romero (Suz); 3. Tom Mee (Suz).
250 INT: 1. Bryan Holdren (Hon); 2. Duane Mapes (Suz); 3. Henry Marmolejo.
250 PRO: 1. Brent Blount (Suz); 2. Jerry Black (Suz); 3. Jack Scott (Yam).
500 BEG: 1. Pete Guy (Suz); 2. Carl Fogle Jr. (Suz).
VET: 1. Gary Charters (Suz); 2. Tom Sawyer (Yam); 3. Karl Scanlan.

Collet collects CRC Dunes win

By Lee Taylor

VALENCIA, CA, SEPT. 24

The California Racing Club's finale to the summer's nighttime races lit up the skies over the Dunes with an unexpected appearance by Honda's Jimmy Ellis in the Open Pro race. Honda and Wrangler Jeans added a festive note by providing a drawing for a new Honda and giving away posters of the upcoming San Diego Supercross race, Nov. 6.

Meanwhile, out on the track the 250cc Beginners were engaged in their first moto. Mike Ditto and Bill Collet staged a duel, taking the "Stadium Whoops" with abandon. This dice was for the honor of the third place slot. Todd Anders piloted his Yamaha out in front, leaving Eric Koch in second to fend off Ditto and Collet. When the moto drew to a close, Anders led across the line, Collet managed second with Robert Roche taking over third, holding Ditto to fourth.

Their second moto was as wild as

the first with Collet taking control and holding. Roche zoomed into second and claimed second overall with a smooth 3-2 ride, holding Tom Arp to third for the moto. Taking third overall for the night was Anders with a 1-7 tally.

The 125cc Intermediates hit their first turn in a flying T formation, the "Blue Angels" of motocross. Andy Ellis led the formation into their first moto with heavy dicing throughout the pack. Danny Kydrave settled into the runner-up slot, holding at bay Jim Volantr and Mike Huges. Volantr and Hughes had one of the heaviest duels of the heaviest duels of the night, fighting over third place as if it were solid gold. By motos' end, Ellis was still in control, Kydrave held onto second and Volantr cinched third.

Their second round found Kydrave taking charge for the overall win and holding Ellis to second, good enough for second place with Volantr cinching third overall.

Results

100 NOV: 1. Raymond Bryson (Suz).
125 BEG DIV 1: 1. Rick Logan (Yam); 2. Jon James (Suz); 3. Kirk Christman (Suz).
125 BEG DIV 2: 1. Ric Reynertson (Yam); 2. Randy Geniee (Kaw); 3. John Neybauer (Suz).
125 NOV: 1. Guy Arnone (Hon); 2. Perry Frohlich (Yam); 3. Gary Yoshino (Suz).
125 INT: 1. Danny Kydrave (Suz); 2. Andy Ellis (Yam); 3. Jim Volantr (RM).
125 PRO: 1. Rooney Smith (Yam); 2. Bruce DelGado (Suz).
250 BEG: 1. Bill Collet (Suz); 2. Robert Roche (Hon); 3. Todd Anders (Yam).
250 NOV: 1. Marty Desbrow (Hon); 2. Jim Weltman (Yam); 3. Jim Neubauer (Suz).
OPEN BEG: 1. Mike Wilson (Hon); 2. Ed Tasttjian (Suz); 3. R.G. Nielsen (Suz).
250 NOV: 1. Jeff Otten (Hon); 2. Art Dart (Mai).
OPEN INT: 1. Adie Geiser (Yam); 2. Jere Mason Jr. (Mai).
OPEN PRO: 1. James Ellis (Hon).
VET JR: 1. Steve Dietrich (Suz).
VET SR: 1. Bob Dunham (Yam).

Costello captures tough OCIR win

By Steve Crosby

IRVINE, CA, SEPT. 23

Tonight was the first of three qualifier races at Orange County International Raceway for the Amateur Supercross event coming up in San Diego. That, and the word that the Novices had run through the Pro section the week before, brought out a good turnout of racers. And as an extra bonus, winning racers received various products from PJ1 whose reps were on hand.

In the Pro ranks, Chris Heinrich took the 125cc win by splitting motos with Taylor Marcell. Two Tamm Racing team members, Dean Cates and Jim Brodie, controlled the 250cc action on their Hondas with the overall going to Cates. And in Open Pro, Gary Gonzales reappeared to take both motos on his Maico.

There were two divisions of 250cc Beginners again this week, and the best action was found in division one. In the first moto, Eric Ewers took the early lead followed by Mark Hegel and Gardner Tarlow. Those three remained the top three for five laps, until Hegel crashed and Steve Baker took over third. On the next lap, Tarlow faltered and Mark Costello, who had been moving up from the middle of the pack, took over second when he went by Baker. On the final lap, within 20 feet of the checkered flag, Ewers and Costello tangled and went down. While they were trying to get separated, Baker went around the mess on one side while Tarlow was on the other, and Baker took the win by just a wheel over Tarlow. Costello managed to pull free and finish third.

In the second moto, Tim Kilman grabbed the holeshot, but could only hold for a lap. Then Glenn Daunch took the lead and held off everyone else. Hegel and Costello were running second and third. With a couple of laps left, Costello slipped by Hegel in slow traffic and finished second. Overall, Costello's 3-2 was enough for the win. Scott Baker's 1-4 was second and Daunch, who was also involved in that first moto pile-up, was third with a 5-1.

Results

60 BEG: 1. Brandon Sperling (Yam).
60 INT: 1. Matt Foster (Yam).
60 EX: 1. Tommy Clowers (Yam).
MINI BEG DIV I: 1. Bobby Anderson (Hon); 2. Garth Tarlow (Yam); 3. Ron Thomas (Yam).
MINI BEG DIV II: 1. Steve Ownes (Yam); 2. Paul Bush (Kaw); 3. Andy Norris (Kaw).
MINI BEG DIV III: 1. Don Burke (Yam); 2. Todd Kobetsky (Yam); 3. Brad Starkenberg (Yam).
MINI NOV DIV I: 1. Walter Armendariz (Suz); 2. Mike Sandoval (Suz); 3. Steve DeZwart (Yam).
MINI NOV DIV II: 1. Jeff Albrecht (Kaw); 2. Chris McCoy (Yam); 3. Lee Beaver (Kaw).
MINI INT: 1. Jeff Matiasevich (Kaw); 2. Steve Tucker (Hon); 3. Deron Wilson (Yam).
MINI EX: 1. Craig Canoy (Suz).
125 BEG DIV I: 1. Todd Zoriki (Suz); 2. Fernando Tortez (Kaw); 3. Mike Webber (Kaw).
125 BEG DIV II: 1. Alex Posca (Yam); 2. Darrell Towery (Hon); 3. Scott Evers (Suz).
125 NOV: 1. Mike Magallanes (Suz); 2. Jeff Cary (Suz); 3. Richard Moerke (Suz).
125 INT: 1. Bill Clemson (Yam); 2. Richie Hovis (Yam); 3. Ryan Roberts (Hon).
125 PRO: 1. Chris Heinrich (Kaw); 2. Taylor Marcell (Yam); 3. Scott Sargent (Suz).
250 BEG DIV I: 1. Mark Costello (Kaw); 2. Steve Baker (Yam); 3. Glenn Daunch (Hon).
250 BEG DIV II: 1. Henry Corry (Suz); 2. Randy Hollowell (Suz); 3. John Stavros (Yam).
250 NOV: 1. Tom Brown (Suz); 2. Chris Pillow (Suz); 3. Aron Briggs (Hon).
250 INT: 1. Randy Skinner (Suz); 2. Dee Tyron (Suz); 3. Chuck Swanson (Yam).
250 PRO: 1. Dean Cates (Hon); 2. Jim Brodie (Hon); 3. Rob Trone (Hon).
OPEN BEG: 1. Steve Dawson (Yam); 2. Hijinio Nunez (Suz); 3. Jim Andie (Hus).
OPEN NOV: 1. Kirk Litzenberg (Yam); 2. Errol Leduc (Yam).
VET: 1. Bob Barr (Hon); 2. Jeff Joy (Suz).
OPEN INT: 1. Karl Holmberg (Yam).
OPEN PRO: 1. Gary Gonzales (Mai); 2. Robert Rodgers (Yam); 3. Craig Hofmeister (Hon).

Holland, Tarantino, Benavidez top CMC Sad Pros

By Tom Corley

ORANGE, CA, SEPT. 19

The CMC Trans-Cal series starts just one week from today's race at Saddleback and both the amateur and Pro rider alike came to warm-up. George Holland strayed away from Kerman, CA to practice up, and it paid off as he won the 125cc Pro class. Jim Tarantino took the 250cc Pro class honors; that's almost a weekly chore for him. Juan "Burrito" Benavidez topped the 500cc Pro class and that was an improvement for Juan who crashed two weeks ago.

George Holland and Todd Campbell, both former NMA Mini Experts, dominated the first 125cc Pro moto with Mike Beier, returning after a lung injury in Washougal action, taking third. Holland took his Suzuki to the lead in the final moto with Suzuki rider Robbie Brown after him all the way. Campbell took a rare fall on a hillside and hurt his left arm. That made it impossible for Campbell to catch up, and he took last. Holland won the race overall over Beier and his consistent 3-3 tally. Brown edged out Campbell for third.

The leaders in the 125cc Intermediate class were playing rough with one another. Rudy Dickinson came out of it with first place. Rick Atkins has put down the finish flag for awhile and returned to racing with lots of success. Today he was running up front when he collided with Chris Taylor during the first moto and hurt his leg. Dickinson went on to win the moto ahead of Jerry Anker and Taylor.

Gary Dircks sails his way to a Mayer Motocross win.

In the final moto, Dickinson had the lead, but he and Taylor tangled. Dickinson went on to win with Taylor falling, but still taking second ahead of Anker. Overall it was Dickinson, Taylor and Anker.

Results

80 JR: 1. Tim Kosi (Kaw); 2. Steve Flanders (Yam); 3. Cliff Schulenberg (Suz).
80 INT: 1. Steve Gamble (Yam); 2. Jeff Matiasevich (Kaw); 3. Pat Beckley (Yam).
80 EX: 1. Mark Toyama (Yam); 2. Mike Healey (Hon); 3. Billy Frank (Hon).
125 JR DIV 1: 1. Kenny Clifton (Suz); 2. Ted Cordts (Suz); 3. Jim Huizar (Yam).
125 JR DIV 2: 1. Jeff Eary (Suz); 2. John Piper (Suz); 3. Chris Micklos (Kaw).
125 INT: 1. Rudy Dickinson (Suz); 2. Chris Taylor (Kaw); 3. Jerry Anker (Yam).
125 PRO: 1. George Holland (Suz); 2. Mike Beier (Yam); 3. Rob Brown (Suz).
250 JR: 1. Kirt Goldie (Hon); 2. Ruben Alvarado (Suz); 3. Clay Stanford (Suz).
250 INT: 1. Jeff Eary (Suz); 2. Richard Boiteau (Hon); 3. David Soma (Hon).
250 PRO: 1. Jim Tarantino (Hon); 2. Scott Manning (Yam); 3. Jim Coffey (Yam).
500 JR: 1. Mark Stubbs (Hon); 2. John Gannon (Mai); 3. Jim Carter (Mai).
500 INT: 1. Jim Harris (Yam); 2. Brian Nickel (Mai); 3. Art Gersjes (Hon).
500 PRO: 1. Juan Benavidez (Yam); 2. Kevin Davis (KTM); 3. Scott Johnson (Mai).
VET JR: 1. Charles Burnett (Hon); 2. Nick St. Laurent (C-A).
VET INT: 1. Ed Black (Yam); 2. Perry Black (Yam); 3. John Tartaglia (Mai).
VET MASTER: 1. Alan Olson (Mai); 2. Ray Pisarski (Hon); 3. Jody Weisel (Suz).
OLD TIMER JR: 1. Howard Davis (Suz).

Dircks does double duty

By Pam Hardin

MAYER, AZ, SEPT. 19

Gary Dircks jammed for two 1-1 finishes in the 125 and 250cc Experts, taking some heavy pressure from Honda riders Chappy Blose and Tim Richardson.

Dircks almost made it look easy when he pulled out in the lead in the first moto of the 250s with Richardson and Bobby White bringing up the rear.

A pack of 21 pursued the leader, who took the pressure and put it all back on the others. Steve Patterson nailed the throttle to join in on the battle for second between Richardson, White and Rick Nagle.

Ron Watmore quickly ate up some time between himself and the leader while he put Patterson away. LOP's Richardson took all the chances while first remained securely in Dircks' hands.

White took some chances too, with the pay-off being a loss of two positions. Watmore saw opportunity knocking at his door, and methodically began to blow Nagle's fenders off.

On Mayer's long rocky track, five bikelengths seems like an eternity, and three-fourths through the race, Dircks had 10 seconds on Richardson in second.

The second time around, Bob Blose didn't want to be behind anyone, and he wasn't. But Dircks and Bob's brother Chappy wasn't far behind either.

At the end of the first lap, the Blose in third had squeezed into second while his brother had dropped down to fifth, leaving first to Chappy.

Dircks nailed it, caught him a few turns later and went on to stretch his lead. Bob Blose had dropped out completely while Richardson took over third from White.

Watmore slipped by White and tried unsuccessfully to catch Richardson, while he tried unsuccessfully to catch Blose. Dircks had everyone chasing him; fortunately for his bank account, he was never caught.

Results

Y ZINGERS: 1. Chucky Cook (Yam); 2. Brian Cook (Yam).
PEE WEE NOV: 1. Tyler Davis (Yam).
PEE WEE AM: 1. Jimmy Button (Yam); 2. Damon Watkins (Yam); 3. Chip Young (Yam).

Western hotline

80 BEG: 1. Tom McIwin (Kaw); 2. Don Tistle (Yam); 3. Jim Bachrert (Yam).
80 NOV STK: 1. Scott Aardema (Hon); 2. Nick Pietrasik (Kaw); 3. Brent Wineland (Suz).
80 NOV MOD: 1. Brent Wineland (Suz); 2. Nick Pietrasik (Kaw); 3. Jerry Tistle (Yam).
80 AM STK: 1. Robert Naughton (Hon); 2. Billy Carlson (Yam); 3. Shawn Hilton (Yam).
80 AM MOD: 1. Shawn Hilton (Yam); 2. Craig Nielsen (Yam); 3. Scott Bawden (Kaw).
80 EX STK: 1. Bryan Bruner (Kaw); 2. Dennis Parker (Yam); 3. John Moran (Yam).
80 EX MOD: 1. Dennis Parker (Yam); 2. Bryan Bruner (Kaw); 3. John Moran (Yam).
125 BEG: 1. Rob Olson (Hon); 2. Robert Stenner (Yam); 3. Scott Stadel (Hon).
125 NOV STK: 1. Steve Frey (Suz); 2. Todd Hinson (Yam); 3. Larry Hamen (Yam).
125 NOV MOD: 1. Keith Watkins (Suz); 2. Pete Leschniok (Yam); 3. Dave McGaffee (Kaw).
125 AM STK: 1. Robert Mason (Kaw); 2. Scott Keyes (Kaw); 3. Richie Dobbs (Yam).
125 AM MOD: 1. Richie Dobbs (Yam); 2. Robert Mason (Kaw); 3. Johnny Brown (Yam).
125 EX: 1. Gary Dircks (Suz); 2. Chappy Blose (Hon); 3. Bill Dalton (Hon).
250 BEG: 1. Adam Vesely (Kaw); 2. Sam Rames (Suz); 3. Dave Perling (Kaw).
250 NOV STK: 1. Torey Davis (Yam); 2. Tony Osuch (Suz); 3. Mike Angelone (Yam).
250 AM STK: 1. Larry Witt (Suz); 2. Dave Daniels (Suz); 3. Ed Harrington (Suz).
250 AM MOD: 1. Larry Witt (Suz); 2. Danny Hodges (Suz); 3. Dave Daniels (Suz).
250 EX: 1. Gary Dircks (Suz); 2. Tim Richardson (Hon); 3. Ron Watmore (Yam).
OPEN BEG: 1. John Almeida (Yam); 2. Todd Griswold (Suz); 3. Steve Sauro (KTM).
OPEN EX: 1. James George (Suz); 2. Glen Dawson (Hon).
OT NOV: 1. Randy Strong (Hus); 2. Larry Rinehart (Hon); 3. David Brosuis (Hus).
OT AM: 1. Rick Myers (Hon); 2. Rick Tabor (Yam); 3. Mike McIntyre (Hon).
4-STROKES: 1. Jesse Lopez (Hon); 2. Bob Adkins (Hon); 3. Steve McKinney (Kaw).

Lewis, Sanchez turn on at OT Dunes

By Bob Alloy

VALENCIA, CA, SEPT. 19

Great sunny weather welcomed the Old Timer Association at the Indian Dunes Shadow Glenn track and there were 41 Old Timers on hand to take advantage of all the excitement and fun that motocross offers.

Blackie Lewis started things off in style with a holeshot lead in the Masters class that kept him in front for a first place finish. Lynn McGraw (Hus) came in second.

In moto two, Blackie took an early lead and held it for four laps, then Dennis Rosenberg flew by and took over the lead and won.

Junior Master Dan Sanchez won the top honors in both of his motos by plowing through and over all obstacles faster than anyone else. George Spearing took a second in moto one and Buzz Moeller took second in moto two.

Expert Gabe Gutierrez was in his usual state of excellence and pulled in another win. Bob Beasley did some fast moving for seven laps and was rewarded with second place.

The second moto began with Gabe taking the holeshot and was out there ready to win another moto, but then Bob De Miranda appeared in the final stretch, and at the turn it was Gutierrez in the bushes and De Miranda on the track continuing on to greatness and first place. Gabe restarted and had to settle for second place.

Amateur Danny Drew did some good things out there. He took both wins despite a midpack start each moto.

Novice John Leisner didn't mess around out there; he snatched up first in moto one and then another first in moto two, and that's the best you can do.

Results

MASTER: 1. Blackie Lewis (Yam); 2. Dennis Rosenberg (Hon).
JR MASTER: 1. Dan Sanchez (Suz); 2. Buzz Moeller (Hus); 3. Dick Frampton (Mai).
EX: 1. Gabe Gutierrez (Hus); 2. Bob Beasley (Yam); 3. Bob De Miranda (Mai).
AM: 1. Danny Drew (Yam); 2. Dick Burley (Hon); 3. Jim Cooke (Hon).
NOV: 1. John Leisner (Suz); 2. Oren Spahn (Suz); 3. Dick Doyle (Mai).

Sassen edges Cline for Dunes Mini MX title

By Tom Corley

VALENCIA, CA, SEPT. 17

The 1982 season of racing on the Indian Dunes Mini track came to an end tonight. It was without a doubt the busiest night of the year for this park because the AME hosted a Fox Hunt and Summer Blow-Out event. All of the riders were well taken care of tonight and throughout the season by the sponsors who donated prizes to make it all worthwhile. Kal-Gard deserves recognition for handing out many of their great lubrication products.

There were several great battles going on during the season and lately both Troy Cline and Rob Sassen have been putting on a show. These two are probably the fastest riders on the all-minicycle track. Cline had trouble during the first moto of the 80 Stock Junior 12-and-over class when the bikes took off the line. Someone crowded into him and Troy went down before the double jumps. He was in fourth when he picked up his Yamaha and had to work hard to catch up, but couldn't pass the other riders and had to settle for fourth. Rob Sassen had it made in first place with John Sawitskas in second and Abba Zabba Abbott running in third.

Sassen wrapped the contest up in the final moto and this time, Cline had a better shot at the leader as nobody knocked him down. Cline had to follow Sassen and couldn't get close enough to pass. Sawitskas was shoved back to fourth behind Abbott. Overall it was Sassen, Cline, Abbott and Sawitskas. Sassen clinched the 80 Modified Junior 12-and-over title as well.

Results

PEE WEE STK 5 & UNDER: 1. Shey DeJong (Suz); 2. Pablo Lara (Suz); 3. JoJo Hicks (Yam).
PEE WEE STK BEG 6+: 1. Brad Jones (Yam); 2. Patrick Wade (Suz); 3. Eddie Moraga.
PEE WEE STK JR 6+: 1. Damon Huffman (Yam); 2. Ryan Spurgin; 3. John Chamberlin (Yam).
PEE WEE MOD EX 6+: 1. Jesse James (Yam); 2. Mitchell Hukill (Yam).
60 STK BEG 9-11: 1. Terry Parsons (Yam); 2. Jason Biggs (Yam); 3. Damon Huffman (Yam).
60 STK JR 9-11: 1. Jim Chamberlin (Yam); 2. Jesse James (Yam); 3. Brian Payne (Yam).
80 STK BEG 9-11: 1. Doug Huston (Yam).
80 STK JR 9-11: 1. Steven Hunter (Yam).
80 STK BEG 12+: 1. Mike Bottoni (Hon); 2. Charles Reich; 3. Paul Dolly (Yam).
80 STK JR 12+: 1. Rob Sassen (Hon); 2. Troy Cline (Yam); 3. Abba Zabba Abbott (Kaw).
80 MOD BEG 9-11: 1. Robbie Dunham (Yam); 2. Doug Huston (Yam).
80 MOD JR 9-11: 1. Steve Hunter (Yam).
80 MOD JR 12+: 1. Rob Sassen (Hon).

Hames still hauls at CMC Ascot

By Maureen Lee

GARDENA, CA, SEPT. 16

Pete Hames was back the big money winner at tonight's Continental Motosports Corporation Short Track. In the little bike division, young Joey Wilson gave it all he had, showing real good style, but a rider doesn't have much chance when all the others are on fixed up 80s and 125s...good riding, Joey. The pair of 125s ridden by Rex Wessels and Ruben Malaguerero had a grand old time with Mini rider Matt Stoutenburg. Matt led some of the time, but just didn't have those few extra ponies to keep in front.

Greg Nelson won the 250cc Pro class with two straight wins. He fairly put it to the troops in the first round, with Jeff Runyan and Jason Bell quite a way behind him. Young Bell was giving the veteran Runyan all he wanted for a while.

Pete Hames won both rounds of 500cc Pro. Nigel Gale tucked in behind him for a couple of laps first race, but then another Pro, Eddie San Roman, slid into the second spot. Behind the two up front, a good go went on for a while between Gale and another Pro, Dan Kane. It won't be long before Gale gets a move up in class.

Second round, Hames shot away again, and San Roman and Kane went at it hard and heavy for the rest of the race with Eddie taking a tumble and loosing his second place spot and Kane taking second.

It seemed a bit strange running the only two Open Pros together, but they did and Pete Hames beat Chris Cannon twice.

Results

125 INT: 1. Rex Wessels (Yam).
125 JR: 1. Ruben Malaguarero (Hon).
MINI JR: 1. Matt Stoutenburg (Yam).
60 JR: 1. Joey Winston (Yam).
250 PRO: 1. Greg Nelson (Yam); 2. Jeff Runyan (Yam); 3. Jason Bell (Yam); 4. Russell Gaita (Bul); 5. Ken Johnson (Kaw).
250 INT: 1. James Morris (Yam); 2. Tim Doherty (Yam).
250 JR: 1. Scott Hulsebus (Hon); 2. Donald Hart (Hon); 3. John Stecklein (Yam).
500 PRO: 1. Pete Hames (Yam); 2. Dan Kane (Yam); 3. Eddie San Roman (Yam).
500 INT: 1. Nigel Gale (Yam); 2. Jim Stentz (Yam).
500 JR: 1. Kevin Lee Clayton (Hon); 2. Steve Honeycutt (Hon); 3. Matt Holm (Yam); 4. Joe Winston (Hon).
OPEN PRO: 1. Pete Hames (Yam); 2. Chris Cannon (H-D).

Werner chases Turner at Ascot MX

By Tom Corley

GARDENA, CA, SEPT. 15

A special Pro points night brought out a few visiting riders, but neither the consistent or the visiting riders could hold back Ron Turner from taking yet another 125, 250 and 500cc Pro class sweep in CMC motocross at Ascot. Perhaps a bounty on Ron Turner would attract a few factory riders and break up his domination? Till then, Turner remains the king at Ascot during the 1982 season.

Darryl Werner from South Africa gives Turner a good match race every week in the 125cc Pro class. Werner is doing his best to defeat Turner, but usually loses his lead. This was the case in the first moto when he led Turner by one or two bikelengths. On the last lap, these two riders rounded the sweeper after the TT jump and Turner cut to the inside and gained a bikelength over Werner. However, when Turner reached the next corner with the barrel, he overshot it slightly and Werner hooked the inside line. It was a drag race for the remaining couple hundred feet to the finish line, but when they reached that point the officials called it in Turner's favor. Werner placed second ahead of Tim Lunde and Tim Shelton.

The final moto didn't compare with the opening moto as the leading riders held their positions to the end. Turner got the jump and avoided a battle with Werner who was held back in third behind Lunde. It was a Honda rally, 1-2-3. Turner's 1-1 tally earned him the top money over Lunde, Werner and Shelton.

Results

80 JR: 1. Glenn Gordy (Kaw); 2. Joe Longo (Yam); 3. Prax Cruz (Amx).
80 INT: 1. Danny Barnett (Kaw); 2. Rob Sassen (Hon); 3. Jerry Lemmons (Kaw).
80 EX: 1. Arthur Huffer (Kaw).
60 JR: 1. Brian Payne (Yam).
100 INT: 1. Scott Stenberg (Yam).
125 JR DIV 1: 1. Dennis Chafe (Yam); 2. Ken Owens (Suz); 3. Tom Hight (Hon).
125 JR DIV 2: 1. Alex Posca (Yam); 2. Chris Micklos (Kaw); 3. Mike Claxton (Suz).
125 INT: 1. Rick Atkins (Suz); 2. Kenny Donelson (Kaw); 3. Gary Ybarra (Suz).
125 PRO: 1. Ron Turner (Hon); 2. Tim Lunde (Hon); 3. Darryl Werner (Hon).
250 JR: 1. Skip Cristy (Yam); 2. Ernest Gonzales (Suz); 3. Duke Rennie (Hon).
250 INT: 1. Duane Mapes (Suz); 2. Scott Bell (Yam); 3. Mark White (Hon).
250 PRO: 1. Ron Turner (Hon); 2. Tim Shelton (Yam); 3. Doug Bowers (Yam).
500 JR: 1. Mike Modrak (Hon); 2. Jimbo Thomas (Yam); 3. Vincent Gonzales (Suz).
500 INT: 1. Rick Atkins (Suz); 2. Ace VanZant (Mai); 3. Craig Hofmeister (Hon).
500 PRO: 1. Ron Turner (Hon); 2. Mike Tripes (Hus); 3. Dale Lewis (Mai).
VET JR: 1. Jim Chapman (Hon).
VET MASTER: 1. Tim Doherty (Yam); 2. Robert Ottow (Mai).
OT JR: 1. Ron Way (Hus); 2. John Leisner (Suz).
OT MASTER: 1. Ed Ott (Yam).

Johnson big CMC ST money winner

By Maureen Lee

GARDENA, CA, SEPT. 9

Jeff Johnson took home the big share of the payback tonight as the Continental Motosports Corporation's short track season winds down.

The charging youngster on his hot Honda took the 500cc Pro class two straight. First race, Pete Hames and Larry Earhart broke into turn one first followed by Johnson, Eddie San Roman and Dan Kane. Johnson then jammed Earhart with San Roman going right along with him. Johnson started pushing Hames hard, saw his chance to nip inside on turn four and took it. Hames rode hard trying to regain the lead but couldn't do it.

Next race Johnson had it from the beginning with Hames right on his rear wheel. Jeff left the door open a couple of times, and Pete got through, but somehow Johnson was always able to get by him again and arrive at the checkered flag first.

Mike Kirby won the 250cc Pro, blowing 'em all off in the first race, and having his bike quit just as he took the flag in the second. Behind him each time were Greg Nelson, Keith Guthery and Larry Earhart who swapped the other places around.

In Open Pro, Johnson and Hames on a pair of Triumphs went at it like a pair of bulldogs, back and forth each gaining the upper hand briefly, but unable to hold onto it until the end. First round it was Pete who won, but Jeff won the second while Mike Kirby and Greg Nelson settled out the other two places.

The 500cc and 250cc Intermediates and Juniors ran together, and showed the stands a good race. Mike Hixon (500) won the first round with James Morris (250) glued on his rear wheel. Try as he might, Jim couldn't find a way around, and running right with them was Kevin Clayton on another 500. They all caught up with a slower rider on the last lap, heading for home in the north turn, making things interesting for a few seconds. Hixson was the winner.

Next time out, Morris and his 250 got the drop on them, and he led it all the way with Hixson eventually losing the second spot to Kevin Clayton, although, in class points, Kevin was the winner. •

Results

125 INT: 1. David Ehrhart (Yam); 2. Randy Okada (Yam).
VET JR: 1. Joe Winston.
250 PRO: 1. Mike Kirby (Yam); 2. Greg Nelson (Yam); 3. Keith Guthery (Yam).
250 INT: 1. James Morris (Yam); 2. Tim Doherty (Yam).
250 JR: 1. Don Hart (Hon); 2. Kevin Shelton (Hon).
500 PRO: 1. Jeff Johnson (Hon); 2. Pete Hames (Yam); 3. Dan Kane (Yam).
500 INT: 1. Jim Stentz (Yam).
500 JR: 1. Kevin Clayton (Hon); 2. Mike Hixson (Yam).
OPEN PRO: 1. Jeff Johnson (Tri); 2. Pete Hames (Tri); 3. Mike Kirby (Tri).
OPEN SPTRSMN: 1. Rex Wessels.

NORTHERN DATELINE

Word, Campbell, Whiting: Sunny Valley Champs

By Clay Light

SUNNY VALLEY, OR, SEPT. 25-26

On what was billed as the biggest race of the season, a short track and TT blowout, Rich Word (R&B Suz) topped an exciting Open Pro main while rival National number 70 Jeff Campbell (Grants Pass Suz/Elite/Simpson/Out Front Number Plates/Suz) took a 10 lap 250cc main. AMA Junior David Whiting (D&V Electric Yam) took the Open A main by storm, under crystal blue skies on Saturday night. Sunday, however, was a total "washout" for the Championship TT race which had Mother Nature dump nearly an inch of rain on the raceway to nix action for the day, which was supposed to be the better of the two days.

The 250cc race was the first main in the short track program, which was a two row, 10 rider field. Campbell took the lead on his Suzuki to head action with Horban and Terry Phillips (H-D) in hot pursuit. Rob and Joe Klum (Grants Pass Hon) were battling for fourth ahead of another midpack shuffle between Shermerhorn and AMA Novices Jeff Harsha (Medford Yam), Bob Ingle and Clay Light (LOP/Out Front Number Plates Bul) on a 125. Campbell pulled away from second place. Horban, who was out to close the gap and in doing so shook off Phillips, who then was faced with the Klum brothers. Horban pushed his Honda extra hard and was riding the wheels off his machine in the process of catching leader Campbell, who rode at a steady pace, a pace that would take him across the line with a small lead. Horban took second, Phillips third, Bob Klum fourth and Joe Klum fifth. Horban later got revenge by coming back to take the Open Pro trophy dash, evening the grudge on this super race weekend.

Whiting shot off the line like a rocket when the Open A green light appeared, followed by Shermerhorn and Bob Klum, who both were out to put the stops on the AMA Pro. Whiting made it look all too easy, outdistancing second place Shermerhorn, who pulled into second when Klum tired.

Results

OPEN PRO: 1. Rich Word (Suz); 2. Jeff Campbell (Suz); 3. Robert Horban (Hon); 4. David Whiting (Yam); 5. Terry Phillips (H-D); 6. Bob Ingle (Yam); 7. Jeff Harsha (Yam); 8. Wayne Shermerhorn (C-A); 9. Bob Klum (Hon); 10. Brett Howard (Yam).

250 PRO: 1. Jeff Campbell (Suz); 2. Robert Horban (Hon); 3. Terry Phillips (H-D); 4. Bob Klum (Hon); 5. Joe Klum (Hon); 6. Wayne Shermerhorn (C-A); 7. Bob Ingle (Yam); 8. Clay Light (Yam); 9. Jeff Harsha (Yam); 10. Greg Reynard (Yam).

OPEN A: 1. David Whiting (Yam); 2. Wayne Shermerhorn (C-A); 3. Bob Klum (Hon).

125 A: 1. Clay Light (Yam).

100 A: 1. Mike Jackson (Suz).

MINI A: 1. Kenny Craig (Yam).

OT: 1. Bob Ingle Sr. (Yam).

TROPHY DASHES

OPEN A: 1. Robert Horban (Yam).

250: 1. Jeff Campbell (Suz).

OPEN: 1. Rich Word (Suz).

125: 1. Clay Light (Yam).

100: 1. Heath Hutchens (Yam).

MINI: 1. Kenny Craig (Yam).

OLD MAN: 1. Bob Ingle Sr. (Yam).

Martin, Church hot at All of Us Series Finale

By Gaile Church

GARBERVILLE, CA, SEPT. 19

The championship race of French's Hi-Point motocross series, sponsored by All of Us, provided high excitement, great racing and spectacular finishes for the spectators.

In the 250cc Junior class, Don Martin (Hon) of Rio Bell and Mickey Crenshaw (Yam) of Alderpoint dominated the class. In the first moto the riders traded the lead back and forth, with Martin taking the moto by barely a bikelength. In the second moto, it was Martin and Crenshaw again out in front. Martin slid out in a turn, but was instantly back up and "on it" again, catching up with Crenshaw. The spectators went wild as the two riders came in to the checkered flag in what is known in the racing world as a photo finish. The dust cleared and the flaggers and lap counters tallied up, the winner was Martin, but the racing ability and competition showed both riders are top rate motocross riders.

In the Mini 80cc class, the Juniors, Intermediates and Experts gave quite a show of competition and riding abilities. Scott Goff (Yam) of Whitehorn just moved up from the Beginner class and rode to two first place wins in the Junior class.

Don Church (Kaw) of Rio Dell rode to two first place wins in the 80cc Expert class, but only after a slide out in a corner on the second moto put him down long enough to let Expert Paul Lewis and Intermediates Byron Johnson and Greg Newman get by. Excitement was quite high as Church got back up and used all his skills to catch up and pass the three riders for his first place position. Anticipation continued to mount as Lewis and Newman diced behind Church. The determination on each rider's part could clearly be seen in the expertly way both were handling their bikes. When the checkered flag went down for those two, only the width of a tire was between class-winner Johnson and Newman.

Results

PRE PEE WEE/TRAINING WHEELS: 1. Toby Newman (Suz).

PRE PEE WEE: 1. Joe Mendes (Suz); 2. Jesse James Ellis (Suz); 3. Gina Chambers (Hon).

PEE WEE DIV I: 1. Todd Early (Yam); 2. Corey Zanotti (Yam); 3. Bruce Mendes (Yam).

PEE WEE DIV II: 1. Kevin Goff (Yam); 2. Ricky Crenshaw (Yam).

PEE WEE INT: 1. Gene Logan (Yam).

MINI BEG: 1. Peter Ellis (Yam); 2. Jayson Hagey (Yam); 3. Jack Byerley (Yam).

MINI JR: 1. Scott Goff (Yam); 2. Dennis Reading (Yam); 3. Carl Gossien (Yam).

MINI INT: 1. Byron Johnson (Kaw); 2. Greg Newman (Yam); 3. Tressen Smith (Kaw).

MINI EX: 1. Don Church (Kaw); 2. Paul Lewis (Yam); 3. Lance Homer (Suz).

125 JR DIV I: 1. Paul Lewis (Yam); 2. Mark Tomasini (Yam); 3. Daniel DelBiaggio (Suz).

125 JR DIV II: 1. Joe Mabe (Yam); 2. David P. Anderson (Hon).

125 INT: 1. Brian Miller (Suz); 2. Don Church (Yam).

250 JR: 1. Don Martin (Hon); 2. Mickey Crenshaw (Yam); 3. Mark Bonarcorso (Hon).

250 INT: 1. Jaime Foster (Yam); 2. Danny Villopoto (Mai).

OPEN JR: 1. Marty Neppar (Suz).

OPEN INT: 1. Ken Shepp (Yam).

VET: 1. Ken Shepp (Yam); 2. Richard Smith (Suz); 3. Pete Porter (Mai).

MASTER: 1. Harold Noell (Mai).

PP: 1. Pam MacDonald (Yam); 2. Barbara Peterson (Mai); 3. Sheryl Faulkinbury (Hon).

PRO: 1. Dana Bray (Suz); 2. Dave Creech (Yam).

Johnson, Payne almost perfect at Fall Enduro

By ElRae Morgenthaler

TENINO, WA, SEPT. 19

Open A rider Dana Johnson took 250 B rider Mike Payne by one second to win the Fall Enduro with a perfect 1000 point score — Johnson was seven seconds into his minute and Payne 56 seconds into his. The win for Johnson was in addition to his Coyote win, also sponsored by the Roadrunners earlier this season. Wayne Keezer held a perfect score coming into the final check, but underestimated the time necessary to cross the river at the end and finished two seconds before his minute turned.

In an interesting approach to accommodating the A, B and C riders, a figure-eight loop was run with both groups starting on opposite halves of the loop. Five or six riders started on each minute with the course for A and B splitting off from the C course about 100 yards from the start.

Overall, the first loop was physically tough, but timed slow enough to stay on time. The second loop was less physically demanding, but required exceptionally fast riding to stay on time.

Problems on the placement of a check and a reset sign caused the C event to be disqualified as a point event, but trophies were awarded. An additional Sportsman class was added to accommodate those riders ineligible to ride C class because of former A or B status, but interested in riding a shorter course.

Results

125 B: 1. Tom McDonald (992).

125 A: 1. Joe Klokkevold (992).

200 B: 1. Ron Gray (999); 2. Pat Farrell (997); 3. Ray Smith (993); 4. Bill Harvey (986).

200 A: 1. Wayne Keezer (998); 2. Wayne Anderson (994); 3. Rex Seil (993).

250 B: 1. Mike Payne (1000); 2. Jim Piatt Jr. (999); 3. Jim Hickman (997); 4. Dallas Puckett (996); 5. Dan Klein (992).

250 A: 1. Kevin Bethards (997); 2. Dan Dillon (996); 3. Don Rhodes (994).

OPEN B: 1. Jim Walsh (997); 2. Brad Sears (996); 3. Scott Weber (994); 4. Tracy Burkey (972).

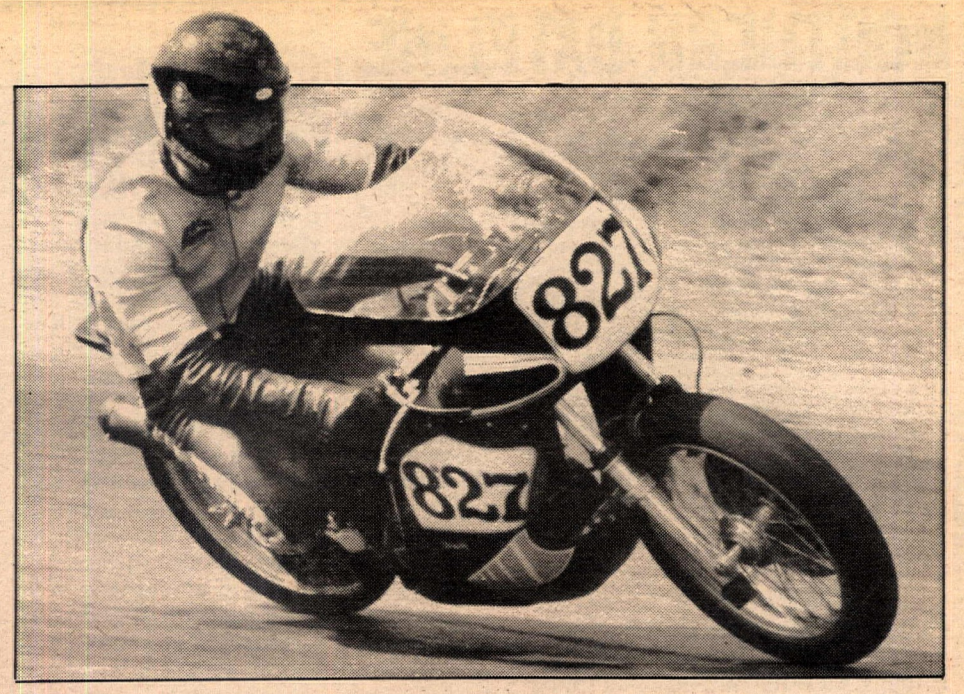
OPEN A: 1. Dana Johnson (1000); 2. Dave Bowers (998); 3. Tom Jesmer (996).

MASTERS: 1. Ron Morgenthaler (994); 2. Don Hammer (994); 3. Frank Curnutt (992).

AA: 1. Lyle Duronso (999); 2. Steve Church (997); 3. Gordon Oyler (996).

C: 1. Marc Widing (978); 2. Dave Miner (978); 3. Chuck Hussim (976); 4. Paul Haggquist (976); 5. Gary Turner (973); 6. Gary Chilcoate (973); 7. Paul Nielsen (972).

SPTSMN: 1. Jack Carlson (982); 2. Gary Merrill (967); 3. Gerry Hoffer (958); 4. Rich Schuller (914).



Kurt Sager in turn seven, en route to Sears Point F-S victory.

Dick, Canadian Superbike Champ again

By Alice Macpherson

WESTWOOD, B.C., CANADA, SEPT. 19

After a long season of dues-paying, Steve Dick came back to Westwood as the 1982 Canadian Superbike Champion and underlined that title with a pair of wins. After an initial dice in the Superbike class, Dick grabbed the front of the race firmly and led Rhys Howard to the flag. Howard, who has spent the season campaigning the AMA National trail, rode the well handling wheels off of his Eddie Lawson Replica Kawasaki. He had to ride hard for his second place as he had only the power of a relatively stock engine, after totally blowing out one cylinder on his race motor at the Seattle Pro-Am.

As if the one/two finish in Superbike wasn't enough, Dick and Howard went back out in the special Gran Prix and repeated the performance for the delight of the crowd.

Howard had an even better time with his 250 GP Yamaha when he led from the start and proceeded to lap most of the field. His main pursuers were Daryl Cornwell in second and Greg MacRae third. MacRae lives a mere 425 miles from the track and while he doesn't make all of the races, he also doesn't seem to suffer from lack of practice.

An early crash in practice placed Gary Goodfellow out temporarily. Exhibiting the resilance that he is known for, he was back out riding to take first in the 750cc Production class and clinch the title in a battle where he was crossing Katanas with Nick Defago. Yet another crash took Goodfellow out of the Superbike hunt with a broken swingarm stay.

Results

410 PROD: 1. Ken Stobbart (Yam); 2. Daryl Hussey (Yam); 3. Ken McDirmed (Yam).

550 CAFE: 1. Ted Russo (Yam); 2. Bill Matty (Kaw); 3. Michael Anka (Kaw).

250 GP: 1. Rhys Howard (Yam); 2. Daryl Cornwell (Yam); 3. Greg McRae (Yam).

SIDECAR: 1. Wildman/Davison (Suz); 2. Wildman/Wildman (Tri); 3. Smith/Stevens (Suz).

SUPERBIKE: 1. Steve Dick (Kaw); 2. Rhys Howard (Kaw); 3. Ken Hague (Kaw).

750 PROD: 1. Gary Goodfellow (Suz); 2. Nick Defago (Suz); 3. Craig Turner (Suz).

SPECIAL GP: 1. Steve Dick (Kaw); 2. Rhys Howard (Kaw).

Sager takes Formula S at Sears Point

By Frank Nellis
Photo by Bobby Brannon

SONOMA, CA, SEPT. 19

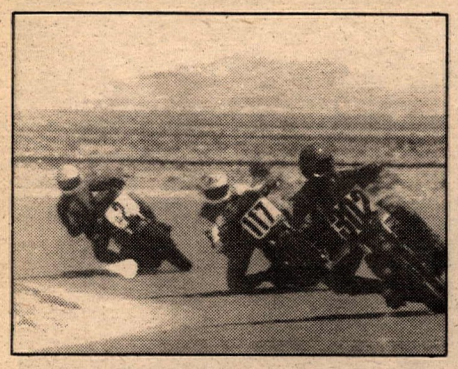
The American Federation of Motorcyclists North met at Sears Point today.

Chuck McAvoy holeshot the Formula S race on his Golden Wrench Cycle Repair Honda 500. He was followed by Kurt Sager on his Yamaha, Allen Yarrow, Mark Yarrow and Nick Theraux.

McAvoy began moving away from the rest of the pack immediately. Kurt was able to keep McAvoy in sight, but could not get closer than 10 bikelengths.

Meanwhile, the three-way dog fight between the Yarrow brothers and

NORTHERN DATELINE



Jim Cox leads Mike Williams & Slim Stephens at Las Vegas.

Theraux for third place was heating up into a real shoot out. Third place changed hands in almost every corner with one bike having a braking advantage, the other having better torque out of a turn and the third having a little extra top end.

After McAvoy pulled off with a blown magneto, Kurt Sager took the lead with second place nowhere in sight. The pass and repass battle had taken its toll, slowing all three riders and allowing Jim Brandt to pull the group in.

When Brandt made an outside pass on all three of them in turn 11, the action really picked up, making the previous laps look like a Sunday ride. Every man strained to get an edge on the others, and when the smoke cleared, Theraux and Brandt managed to get a few bikelengths of breathing room on Mark and Allen Yarrow.

When the white flag came out Kurt Sager was in the lead with a large margin on Theraux, who was being chased by Brandt. Brandt made one last pass attempt before the checkers, but it didn't stick. The race ended with Sager first, Theraux in second on his Donsco/Quaker State Yamaha, and Brandt in third. Mark and Allen Yarrow took fourth and fifth respectively.

Results

FORMULA I: 1. R. Oliver (Kaw); 2. D. Doherty (Kaw); 3. B. Koegler (Hon).
FORMULA II: 1. K. Peltz (Suz); 2. J. Robertson (Hon); 3. M. Canepa (Yam).
FORMULA III: 1. D. Chung (Yam); 2. N. Theraux (Yam); 3. G. Hedermark (Yam).
FORMULA IV: 1. E. Kondo (Yam); 2. T. Yeager (Hon); 3. G. Pendergrass (Hon).
FORMULA S: 1. K. Sager (Yam); 2. N. Theraux (Yam); 3. J. Brandt (Yam).
FORMULA T (0-750): 1. M. Johnson (Yam); 2. M. Riolo (Suz); 3. G. Furey (Yam).
VINTAGE: 1. D. Troetschler (Duc); 2. F. Mork (Duc); 3. C. Quinn (BSA).
OPEN SUPER ST: 1. D. Doherty (Kaw); 2. B. Koegler (Hon); 3. M. Kauzlarich (Suz).
601-750 SUPER ST: 1. K. Peltz (Suz); 2. J. Robertson (Hon); 3. S. Gray (Kaw).
230-600 SUPER ST: 1. K. Sager (Yam); 2. W. Montoya (Yam); 3. J. Brandt (Yam).
OPEN MOD PROD: 1. D. White (Kaw); 2. M. Kauzlarich (Suz); 3. K. Evan (Suz).
601-750 MOD PROD: 1. S. Gray (Kaw); 2. P. Beard (Kaw); 3. D. Fryer (Hon).
451-600 MOD PROD: 1. F. Mazur (Kaw); 2. T. Chew (Yam); 3. J. Montoya (Yam).
251-450 MOD PROD: 1. H. Monise (Yam); 2. T. Kelley (Yam); 3. C. Whitehouse (Yam).
0-250 MOD PROD: 1. G. Overman (C-A); 2. H. Slayton (C-A); 3. A.J. Parks (C-A).
OPEN STK PROD: 1. D. White (Kaw); 2. M. Kauzlarich (Suz); 3. K. Evan (Suz).
601-750 STK PROD: 1. M. Krolick (Kaw); 2. D. Filangeri (Kaw); 3. P. Beard (Kaw).
451-600 STK PROD: 1. F. Mazur (Kaw); 2. J. Montoya (Yam); 3. T. Chew (Yam).
0-450 STK PROD: 1. F. Thomas (Yam); 2. M. Riolo (Suz); 3. D. Kieth (Yam).

McKenna tops two at Prairie City

By "Nuclear" Neukam

SACRAMENTO, CA, SEPT. 19

Eric McKenna topped the 250cc and Open Pro classes today at Prairie City ORV Park in Sacramento.

"Flyin'"Brian Jodry took control of the first 250cc Expert race and stayed in control to the end. McKenna came from a midpack start to finish a close second. Ken Klein was third and Bryan Wargo fourth.

After a poor start in the first moto that only allowed him to finish seventh, Dave Wood used one of his patented holeshots for moto two. Mike Reimers pulled his Honda in behind Wood's Yamaha. Mike Wenzel's RM was third and McKenna's Yamaha fourth. McKenna methodically worked his way by Wenzel first and then Reimers. By lap three he had his sights set on Wood.

At the white flag, McKenna had moved to within striking distance of Wood. Then with only two turns to go, Wood's "guaranteed unbreakable" bars broke. The throttle side snapped, nearly sending Wood into the chainlink fence. "I saw that fence and decided to jump to the inside of the track," Wood related after the race. Wood obviously DNF.

McKenna motored by the checkered for the win and the overall. Mike Wenzel was second, but DNF the first moto and was out of the overall. Jodry was third for second overall, Randy Kerslake combined two sixth place finishes for third overall and Randy Losh put his Maico into fourth for fourth overall.

In the Powder Puff race Jeanie Morgan was first overall in the Expert category on her Honda and Jeri McClinton topped the Juniors on a Maico. Melodye Alicea took home the Novice trophy on her Kawasaki.

Results

MINI NOV: 1. Tony McGrath (Yam); 2. Wayne Rolls (Kaw); 3. Alan Goltz (Kaw).
MINI JR: 1. Tallon Vohland (Kaw); 2. Scott McElroy (Suz); 3. J.J. Taylor (Suz).
MINI EX: 1. Tyson Vohland (Hon); 2. Randy Kay (Kaw); 3. Shawn Wooten (Kaw).
PP NOV: 1. Melodye Alicea (Kaw).
PP JR: 1. Jeri McClinton (Mai); 2. Nina Bevilacqua (Hon).
PP EX: 1. Jeanie Morgan (Hon); 2. Pam Wahl (Hon); 3. Dorene Payne (Mai).
OT EX: 1. Jim Saitone (Hon); 2. Richard Schilling (Mai); 3. Duane Spence (Hon).
OT NOV: 1. Ron Clawson; 2. Glenn Pruitt (Mai); 3. Dick Milani (Mai).
VET EX: 1. Buzz Presser (Mai); 2. Bill Grigg (Mai); 3. Rich Lokke (Hon).
OPEN EX: 1. Eric McKenna (Yam); 2. Dave Wood (Yam); 3. Joey Schlag (KTM).
250 EX: 1. Eric McKenna (Yam); 2. Brian Jodry (Suz); 3. Randy Kerslake (Suz).
125 EX: 1. Ed Minton (Suz); 2. Rodney Smith (Yam); 3. Rick Ryan (Suz).
OPEN JR: 1. Steve Parker (Yam); 2. Robert Stone (Hon); 3. Jeff Herndon (Mai).
250 JR: 1. Al Rolls (Yam); 2. Chuck Barker (Suz); 3. Kevin Green (Hon).
125 JR: 1. Keith Fox (Yam); 2. Doug Richards (Suz); 3. Stan Conley (Suz).
OPEN NOV: 1. Bill Perkins (Suz); 2. Randy Thorson (Hon); 3. Mike Hull (Hon).
250 NOV: 1. Chris Mitchell (Hon); 2. Scott Rohrs (Suz); 3. David Tuttle (Suz).
125 NOV: 1. Jimmy Barnett (Yam); 2. Nick DeBella (Suz); 3. Rich Slacks (Hon).

Klaudt takes two at S.I.R. MX series opener

By Suanne Light

KENT, WA, SEPT. 19

Yamaha-mounted Cory Klaudt swept two professional classes at Seattle International Raceway for top bucks in the opening round of the Northwest Challenge series, billed as the richest to hit the area excluding the Yamaha Gold Cup, which is where Klaudt last left off with his last big win. Klaudt took all four of his Pro motos for a slice of the money, in fact, a 50% chunk!

Klaudt was the only rider contesting two classes after Richotte had problems with his Husky and dropped out. Off the line the leader was...well, you guessed it, Klaudt. Klaudt led hot Suzuki rider Jon Jacobson (Paulson's of Lacy), who appears to be on the gas after numerous injuries, and Tom Moen (Seattle Hon/Yam) in third. Klaudt made it look easy once again with his full throttle, yet very smooth riding style and wrapped up the moto over Jacobson, who held off a charge from Moen. Fourth went to Stan Lund (Tacoma Kaw) who grabbed a piece of the cash after holding David Henden Jr. (Yam) off to the flag.

The second outing had Klaudt and Jacobson lead the battle again, pulling ahead of Moen, Lund and Ron Halvorson (Hon). Leader Klaudt gave everyone a lesson in the agony of defeat, beating Jacobson and Moen by a good margin; all three are excellent sand riders and proved no match for fourth place Lund and Halverson.

Results

OPEN PRO: 1. Mike Mohrbacher (Hus); 2. Todd Paulson (Suz); 3. Tom Moen (Yam).
250 PRO: 1. Cory Klaudt (Hon); 2. Jon Jacobson (Suz); 3. Tom Moen (Yam).
125 PRO: 1. Cory Klaudt (Yam); 2. Kenny Almquist (Suz); 3. Lance Richotte (Suz).
250 EX: 1. Tim McCoy (Yam); 2. Keith Kendall (Suz); 3. Ron Larter (Hon).
100 EX: 1. James Clendenen (Yam); 2. Ryan Kierney (Yam); 3. Brad Miller (Yam).
PEE WEE EX: 1. Casey Jones (Yam); 2. Danny Stanley (Yam); 3. Rod Stanley (Yam).
PEE WEE B: 1. Boris Portnoy (Yam); 2. Randy Munson (Yam); 3. Tara Harrison (Yam).
PEE WEE C: 1. Frank Harkness (Yam); 2. Mike Hurst (Yam); 3. Justin Halterman (Yam).
100 B: 1. Greg Hopf (Yam); 2. Mike Gustine (Yam); 3. Keith Knight (Yam).
100 C: 1. Justin Pettis (Yam); 2. John Whitmore (Yam); 3. Mike Brewer (Yam).
125 EX: 1. Jeff Chapman (Suz); 2. Steve Oster (Suz); 3. Bobby Monroe (Kaw).
125 B: 1. Kevin White (Hon); 2. Ken Plach (Suz); 3. Pete Hessel (Suz).

Smith two, Brandt won at Baylands

By Bill Spencer

FREMONT, CA, SEPT. 16

Rod Smith and his RM/Cancilla Caliper special continue to dominate the classes he rides by taking both 125 and 250cc Pro shows. Jerry Brandt won both Open Pro motos at Baylands Raceway tonight and continues to be top dog in that class.

Shawn Cady had one holeshot in the first round of 125cc Pro action, but couldn't hold back the hard charges of D-36 number one motocrosser Smith, who just motored around anywhere he liked. Smith won both motos with ease while Cady had the bag on both second spots over Danny Dobbins and Kimo Casey.

Combining the 125 and 250cc Intermediate riders saw Manny Ornellas win the 125cc class with a 3-1 count over Danny Boles' Palo Alto Yamaha. Robbie Webster brought in the bacon for the Zoom Cycle special with a 1-1 count for the 250cc Intermediate overall. Al Griego went 3-2 for second over Chris Mitchell after Bob Day DNF the second round after scoring a second in the first.

Division one of 125cc Junior saw Russ Scott ace both ends with Derek Chin second overall (3-3) and Geoff Woods (5-2) third over Glenn Pritchard and Mike Geddes. The second division went to Bar Carrigan with aces a pair on his KX over Tim Balistreri and Billy Saunders, who was third over Scott Robinson and Scotty Dupont.

Smith came back for another pair of wins and all the big bucks in the 250cc Pro show, while Cady got off real hard and tore up his knee after a fine second place in the first round. Mike Holmes returned to the foray after an ankle injury and copped second with a 5-2 shot on the South Bay Suzuki. Randy Kerslake was third (4-4) over Danny Dobbins and Doug McRae.

Results

125 PRO: 1. Rod Smith (Suz); 2. Shawn Cady (Suz); 3. Danny Dobbins (Suz).
125 INT: 1. Manny Ornellas (Kaw); 2. Tony Richards (Suz).
250 INT: 1. Robbie Webster (Hon); 2. Al Griego (Hon); 3. Chris Mitchell (Hon).
125 JR DIV I: 1. Russ Scott (Suz); 2. Derek Chin (Suz); 3. Geoff Woods (Suz).
125 JR DIV II: 1. Bart Carrigan (Kaw); 2. Tim Balistreri (Suz); 3. Billy Saunders (Yam).
PEE WEE: 1. Brian Gouveia (Yam); 2. Tyler Hummel (Yam).
80 JR 9-11: 1. Jason Assad (Yam); 2. Todd Enke (Yam).
80 JR 12-16: 1. Jon King (Yam); 2. George Kosovilka (Suz); 3. Jay Dvensing (Hon).
VET INT-EX: 1. Dan Walsh (KTM); 2. Ricky Souza (Suz).
VET JR: 1. Jerry Caton (Suz); 2. Herm Pulyer (Hon); 3. Ron Sutton (Mai).
250 PRO: 1. Rod Smith (Suz); 2. Mike Holmes (Suz); 3. Randy Kerslake (Suz).
OT: 1. Rich Lokke (Hon); 2. Doug Baker (Hus); 3. John Furtado (Mai).
250 JR: 1. Jerry Caton (Suz); 2. Doug Fenell (Yam); 3. Pat Vacchieri (Yam).
OPEN PRO: 1. Jerry Brandt (Yam); 2. Matt Arena (Mai); 3. Wayne Archer (Yam).
OPEN INT: 1. Greg Raub (Yam); 2. Dave Ciraulo (Yam).
OPEN JR: 1. Dean Allen (Yam); 2. Tom Schroer (Yam); 3. Scott Kinsman (Hon).

Stevens, Cox storm Las Vegas Speedrome

By Don Akers
Photo by Mike Van Natta

LAS VEGAS, NV, SEPT. 12

Slim Stephens and Jim Cox totally dominated the field of 65 entries at the Sept. 12 SNRR road race at the Las Vegas Speedrome.

The first race of the day was the combined 450 and 600cc Box Stock event, and it set the tone for the rest of the day with Stephens (Honda/Kawasaki of L.V./M.C. Tire Center) winning the 600s and Cox taking the 450cc laurels. Mike Williams on his Honda/Kawasaki of Las Vegas-sponsored GPz gave it his best shot, but couldn't quite match the hard charging Stephens and had to settle for second. Following Williams was a brand new rider from Washington, Utah, Bruce Bourgoin. Filling the number four and five positions were Ted Brandes and Pete Hartinger.

In the 450s, Cox (Wildlife Performance/Sportsman Cycle Suz) had his work cut out for him. With Jack Baker (Nevada Yam) on your tail, you don't have time for the social amenities, you just gas it and go! They put on a heck of a race, but Cox's superior horsepower was the deciding factor. At the finish it was Cox first, Baker second, and rookie Dave Kruger third.

When the flag dropped on the 450cc Super Street class, Kirk Sullivan got the holeshot but was passed in turn one by both Cox and Rick Elias (Sportsman Cycle). The three maintained those positions until lap four when Sullivan overcooked it going into turn five and bailed. Although unhurt, Sullivan had to sit out the balance of the race, untweaking his bike. At the end it was Cox first, Elias second and Kruger third.

Race number four pitted the two big winners against each other. Cox got the jump off of the line followed by Stephens and Mike Williams. They remained in that order until lap six when "Mr. Clean" Henry Tecza took over third from Williams. On lap seven Williams reclaimed his number three spot and dropped Tecza back to fourth. Then, in lap eight *everybody* changed places. Stephens edged by Cox to take over first, and Tecza again passed Williams for third place. That turned out to be the finishing order. Stephens first, Cox second, Tecza third, and Williams fourth.

Central Pipeline

Firestine, Englund at CO state champs

By Ernie Ferguson
LAKEWOOD, CO, SEPT. 26

The best motocross riders in the state took on the Lakewood moto track today. And much to the delight of any racing fan, the racing was superb in every class.

The racing got under way with the Veteran Experts. Bruce Sass, riding a Yamaha, finished first in both motos, giving him undisputed possession of first place. Bruce was chased by Charles Geist, who finished second in both motos on a Honda. Third place was captured by Glade Hill.

In the 250cc Expert class, Stacy Cook (Hon) took the overall with a first place finish in moto number one and second in moto two. Stacy was chased all day by Randy Warren on his Kawasaki. Randy took second place overall by finishing fifth in the first moto and then racing to first place in the second moto. Mike Friend (Hon) took third overall with two third place efforts.

Rick Monks was the 250cc Amateur winner on a Honda. Rick finished 2-3 in the two motos for first overall. Kirk Seiverson (Hon) took second place; taking the first race outright and finishing the second race in fourth place. Third place overall was taken by Jose Goday on a Honda.

In the 125cc Experts, a superb rider named Albert Firestine rode his Yamaha to a first overall with some dazzling racing. Firestine finished first in the first moto and second in the last race. Albert was closely challenged all day by Mark Flesia riding another Yamaha. Mark finished 2-4. Both Albert and Mark were chased by Matt Lindsay riding a Kawasaki. Matt raced to a 5-3 for an overall third.

In the Open Expert class, the race went to the wire in both motos. The gutsy riding of Arlo Englund and Bobo Stichter was almost beyond belief. These two riders went tire to tire in both races, with only seconds separating them. Englund came out the winner on his Yamaha by riding to a second place finish in the first moto and then beating Bobo out in the last few yards in the second race for the victory. Both riders gave a marvelous show of racing and bike handling. Third place was taken by Chris Sundstrom (Hon).

Results

VET EX: 1. Bruce Sass (Yam); 2. Charles Geist (Hon); 3. Glade Hill (Hus).
VET AM: 1. Mike Moony (Hon); 2. Vic Ziemer (KTM); 3. Ray Webb.
250 EX: 1. Stacy Cook (Hon); 2. Randy Warren (Kaw); 3. Mike Friend (Hon).
250 AM: 1. Rick Monks (Hon); 2. Kirk Severson (Hon); 3. Jose Goday (Hon).
125 EX: 1. Albert Firestine (Yam); 2. Mark Flesia (Yam); 3. Matt Lindsay (Kaw).
125 AM: 1. Carl Martinez (Yam); 2. Bob Lewis (Yam); 3. Scott Ross (Yam).
OPEN EX: 1. Arlo Englund (Yam); 2. Bobo Stichter (Hon); 2. Chris Sundstrom (Hon).
OPEN AM: 1. Dave Leahy (Mai); 2. Scott Greenwood (Hon); 3. Scatt Folver (Suz).

Coleman, Logston, Perrero at Carlsbad MX

By Lynda Torrez
CARLSBAD, NM, SEPT. 19

Hobbs, NM, rider Kyle Coleman took his Yamahas to the winner's circle in the highly competitive 125 and 250cc Intermediate classes. Good starts and smooth riding were the key to Kyle's success.

Another rider with the same key was Monty Randell (Yam) who holeshot both 125cc Novice motos and ran away with them.

In the money classes, Kawasaki supported Scott Logston showed he was the man to beat, winning three out of four motos. Shaun Perrero on Hondas seemed to be the only rider who could keep Scott in sight in the 125 and 250cc Expert classes.

In the second 250cc moto, he kept Scott behind him the whole race. The two riders were side by side a couple of times, but Shaun shut the door and kept the lead. A last chance try saw Scott bezerk the finish line jump, making for a photo finish. The flagman settled the controversy giving Shaun the win by about six inches. Shaun took the overall win by his second moto first.

Results

125 EX: 1. Scott Logston (Kaw); 2. Shaun Perrero (Hon); 3. Randy Seawright (Hon).
250 EX: 1. Shaun Perrero (Hon); 2. Scott Logston (Kaw); 3. Bill O'Mara (Hon).
OPEN EX: 1. Joel Craig (Mai).
125 INT: 1. Kyle Coleman (Yam); 2. Scott Holler (Kaw); 3. Larry Montano (Suz).
250 INT: 1. Kyle Coleman (Yam); 2. Lawson Williams (Yam); 3. Mike Parker (Hon).
OPEN INT: 1. Steve Fox (KTM); 2. Billy Jensen; 3. Marco Martin (KTM).
125 NOV: 1. Monty Randell (Yam); 2. Michael Dindinger (Yam); 3. Jeff Gore (Yam).
250 NOV: 1. Scott Williams (Yam); 2. Don Lynn Mathas (KTM); 3. Terry McKean (Kaw).
OVER 30: 1. Steve Fox (KTM); 2. Marco Martin (KTM).
BEG OPEN: 1. Randy Hamlett (Yam); 2. Scott Cooper (Kaw).
WOMENS OPEN: 1. Jo Ann Perry (Hon); 2. Kay Atwood (Yam).
PEE WEE: 1. Shay Manney (Yam); 2. Keith Briggs (Yam); 3. Daylon Roberts (Suz).
PEE WEE GIRLS: 1. Chasity Rickman (Hon); 2. Kathie Spearman (Hon).
80 JR: 1. Kaylom Young (Yam); 2. John Mayers (Yam); 3. Michael McGary (Suz).
80 SR: 1. Drooper Greenwalt (Yam); 2. Brian McGary (Suz); 3. Darren Bryant (Yam).

Locals to KS MX titles

By Bernie Shaw
Photo by Gene Paul Mosler/ Coffeyville Journal
COFFEYVILLE, KS, SEPT. 19

Terry Hensley powered his Suzuki to the Championship in the 125cc Junior class today at the Cherokee Motocross track. Hensley started in the middle of the pack, but worked his way up in the line. The track was muddy and crowded, but he was determined to get ahead of the Kansas City riders.

Craig Hight took first in the 250cc Junior class riding a Suzuki. There were lots of spills along the way. The track was muddy, due to three days of rain before the race, but it didn't seem to bother any of the riders.

Jerry Post captured the title in the 250cc Senior bracket. Post just turned 16 years old and is making his way up to being an Expert. He has been riding a bike since he was seven years old. He can ride on almost any track and take a trophy home. Post had a lot of competition in this race, Brian North was riding on his back wheel all the way, there were times when Post would fall back on the tight turns, but he would come back harder than ever.

There was a large group of riders from Kansas and Okla. to compete in this motocross race. The next race at the Cherokee track will be AMA sanctioned.

(Above) Mark Flesia flew to a second place finish in the 125cc Expert class. (Below) Stacy Cook took the 250cc Expert class

Terry Hensley (307) took the 125cc Novice class at Coffeyville's MX.

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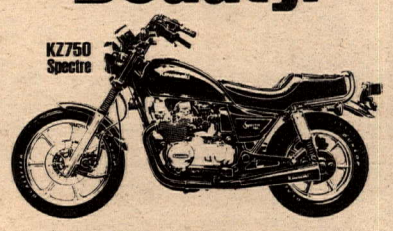

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Central Pipeline

Results

60: 1. Travis Franklin (Yam).
80 JR: 1. Chris Turner (Suz); 2. Mitch Rickter (Yam).
80 SR: 1. Darrell Hatfield (Yam); 2. Jarrett Groff (Yam); 3. Shelby Franklin (Yam).
125 JR: 1. Terry Hensley (Suz); 2. Brian North (Suz); 3. Don Reeves (Kaw).
125 SR: 1. Brian Olson (Hon).
250 JR: 1. Craig Hight (Suz); 2. Steve Blockcolski (Mai); 3. Chris Gardner (Hon).
250 SR: 1. Jerry Post (Suz); 2. Brian Olson (Hon).
OPEN JR: 1. Mike Lutz (Yam); 2. Ronald Hendryx (Suz).

Tulsa MX: Hotter than heatwave

By Marty Martin

TULSA, OK, SEPT. 12

As temperatures climbed near 100 degrees in a late summer heat wave, racing action was even hotter on the up-graded, well-prepped Tulsa Motocross Track.

Racing in the 250cc Novice class was wild as Rex Jump (Yam) "jumped" into the lead in moto one for a wire-to-wire win. Page Keck (Hon) hotly pursued Jump for second while Steve Blockcolski (Mai) circuited the course for third slot. Todd Umbarger (Kaw) started poorly, but worked his way through the pack to briefly snatch fourth from Brad Harter (Yam). Harter was not to be denied and throttled past Umbarger on the last lap.

Second moto action saw Keck stranded at the starting gate with a dead bike as an inspired Umbarger nailed his throttle and blasted into the lead, never to be headed to the checkered flag. Jump and Blockcolski heatedly diced for second place with Jump holding on to capture the overall with a 1-2 day. Blockcolski was surprised on the last lap as Bill Houston (Suz), who DNF the first race, worked his way up from last to snag third place, sixth overall. Blockcolski took third overall with Harter and Keck finishing fourth and fifth respectively.

Combined Experts were treated to a two moto view of Doug Fellers' (Kaw) rear fender as he holeshot both motos for wire-to-wire wins. However, Fellers was unaware of the potential storm that brewed behind him. After a brief layoff from racing, Clay Coss (Mai) returned to action and made his first ever appearance on an Open class bike. After gating third in the first moto, Coss looked very fast as he blasted his Maico past Tim Lewis (Yam) and began reeling in Fellers rapidly. A hidden hole literally dashed his hopes of catching Fellers as he crashed heavily. Lewis held second and Alan Burton (Suz) worked his way through the pack to garner third spot.

Second moto action saw Coss gate third again, only this time behind second place Ron Hendryx (Suz). Hendryx hung on for life as Coss doggedly hounded him trying to find the smallest opening.

Finally, on the fifth lap, Coss made his move to the outside of a tight hairpin only to have Hendryx drift wide and slam the door. The resulting collision left the hapless Coss with a stalled bike and a disappointing day. Hendryx held his position to capture a well-earned second overall for the day. Third overall went to Burton with a consistent 3-3 day. Tim Lewis and Joe Geenen (Yam) rounded out the top five with steady rides.

Results

PEE WEE: 1. Shawn Nichols (Yam).
MINI MINI: 1. Jared Hamby (Yam).
MINI JR: 1. Darren Hensley (Yam); 2. David Polk (Yam); 3. Jeff O'Neal (Kaw).
80 BEG: 1. Kendall Jobe (Yam); 2. Jon Garner (Kaw); Brian Roe (Kaw).
MINI SR: 1. Craig Storck (Yam); 2. Scotty Mathews (Kaw); 3. Gary Wheatly (Kaw).
BEG/ENDURO: 1. Jim Bagwell (Suz); 2. Kraig McKee (Kaw); 3. Mike Harrison (Suz).
OVER 30: 1. Joe Geenen (Yam); 2. Danny Wolf (Suz); 3. Mike Gildersleeve (Yam).
125 NOV: 1. Willie Brawley (Suz); 2. Wayne Gavlik (Suz); 3. Geoffrey Wooldridge (Suz).
125 AM: 1. Darrell Battenfield (SUz); 2. Brian Olson (Hon); 3. Pat Meledeo (Suz).
250 NOV: 1. Rex Jump (Yam); 2. Todd Umbarger (Kaw); 3. Steve Blockcolski (Mai).
250 AM: 1. Buster Jenson (Suz); 2. Russell Kinney (Suz); 3. Shannon Sawyer (Suz).
OPEN: 1. Danny Powell (Hon); 2. Jerry Roberts (Yam); 3. Ken Heatherington (Mai).
EX: 1. Doug Fellers (Kaw); 2. Ron Hendryx (Suz); 3. Alan Burton (Suz).

Friend, Olson win Watertown Fall Classic

By Brian George

WATERTOWN, SD, SEPT. 12

Honda-mounted Mike Friend, Dave Molder, and Kelly Olson all took their firey red machines to overall victories in the 125, 250cc and Open Pro classes, respectively, today at round four of the South Dakota Fall Classic Motocross Series at Watertown. Some 100 riders braved the off-season weather to compete for points and prizes in the semi-final race of the last series for the state in 1982.

It rained the entire previous day and fog turned to mist today with gusting winds that kept temperatures down in the 50 and 60-degree range for the afternoon's action. The Coteau Hills Cycle Club decided to run the race course backwards for the event, but with the gumbo mud formed, riders were in unfamiliar territory as it was.

First out of the gate were the 500cc Pros and Kelly Olson continued his overall romp on the field. On the opening lap, Olson shot out into the lead and never looked back, as Kevin Poole, Greg Chicoine and Mike Schurman rolled in behind at the end of the moto.

Round two saw Poole grab the holeshot, but Olson again took control and set a blistering pace to the flag that earned him the moto and overall win for the afternoon. Chicoine managed to pull into second ahead of Poole and Schurman by the end, which wound up the overall order as well.

Next off were the 125cc Pros and Yamaha-mounted Todd Gikling took the holeshot and early lead with Mike Friend, Shannon Ivey, Curt Hyde and David Henry in tow. Ivey briefly took over second in the first few corners, but Friend came right back to regain the runner-up slot and move up to battle with Gikling the remainder of the first lap. As in the previous round, Gikling's YZ seized up tight and Friend rolled off with the moto win. Henry, in the meantime, picked his way up to second ahead of Ivey, and made the pass stick to the wire. Hyde was fourth.

Friend grabbed the holeshot in round two of the 125s, with Henry, Ivey, and Hyde right at his fender. Within two laps, Friend had a comfortable lead built up and rode all the way to the flag for the moto and overall. Behind, Ivey washed out in a section of slick mud, which allowed Hyde to slip into third behind Henry, which is how they finished behind Friend in the moto and final tallies for the class payback. •

Results

125 PRO: 1. Mike Friend (Hon); 2. David Henry (Yam); 3. Curt Hyde (Suz).
250 PRO: 1. Dave Molder (Hon); 2. Lynn Hyde (Suz); 3. Mike Schurman (Yam).
500 PRO: 1. Kelly Olson (Hon); 2. Greg Chicoine (Suz); 3. Kevin Poole (Hon).

RESULTS

Alaska State MX
Sept. 5, 1982
By Don Rosene

MINI NOV	
Andy Workman	Yam
Greg Chatterton	Kaw
Jason Anderson	Kaw
MINI EX	
Kirk Schaub	Yam
David Douthit	Kaw
Kyle Schaub	Yam
125 NOV	
Craig Turnball	Yam
Jeff Adrian	Suz
Joe Good	Suz
125 EX	
Erik Munson	Suz
Scott Davis	Suz
Jeff Roskelley	Suz
250 NOV	
Scott Sanderson	Hon
Chad Ebert	Yam
Kevin Riese	Kaw
250 EX	
Scott Davis	Suz
Jeff McDonald	Suz
Jeff Roskelley	Suz
500 NOV	
Bob Armbrust	KTM
Jeff Donlan	Yam
George Bline	KTM
500 EX	
Mike Yochum	Yam
Bruce Stingley	Yam
John Foote	Suz

Alaska State MX
Sept. 6, 1982
By Don Rosene

MINI NOV	
Andy Workman	Yam
Aaron Woodward	Yam
Robb Butler	Yam
MINI EX	
Kirk Schaub	Yam
Robert Hale	Yam
Jim Hakkinen	Kaw
125 NOV	
Craig Turnbull	Yam
Joe Good	Suz
Todd Morgan	Suz
125 EX	
Erik Munson	Suz
Jeff Roskelley	Suz
Tim Kelley	Yam
250 NOV	
Scott Sanderson	Hon
Chad Ebert	Yam
Brian Burt	Suz
250 EX	
Jeff McDonald	Suz
Jeff Roskelley	Suz
Eddie Wise	Suz
500 NOV	
Bob Armbrust	KTM
Jeff Donlan	Yam
George Bline	KTM
500 EX	
Mike Yochum	Yam
Bruce Stingley	Yam
Louie Mass	KTM

Alaska State MX Championship 1982 Final Point Standings
By Don Rosene

MINI NOV	
Andy Workman	377
Greg Chatterton	226
Jason Anderson	221
Craig Hill	190
Aaron Woodward	163
Robb Butler	143
David Cook	109
Chris Ball	91
Tasha Tweedy	71
Travis Stubblefield	59
MINI EX	
David Douthit	302
Kirk Schaub	269
Tim Hakkinen	258
Kelley Butler	201
Gary Miller	182
Klyle Schaub	167
Lance Leneave	155
Shannon Hayden	118
Robert Hale	83
125 NOV	
Craig Turnbull	313
Todd Morgan	221
Charlie Clary	214
Jeff Adrian	199
Billy Sandstrom	144
Kelley Butler	137
Joe Good	137
Kyle Schaub	122
Stephan Woodward	90
Curtis Roberts	72
125 EX	
Scott Davis	332
Erik Munson	323
Jeff Roskelley	240
Greg Fritze	177
Dan Patterson	168
Kevin Schaub	139
Tim Kelley	133
Ray Peger	102
Scott Miller	52
Jim McClain	36
250 NOV	
Scott Sanderson	320
Kevin Riese	260
Chad Ebert	228
Brian Burt	169
Fred Holtman	169
Danny Gueco	115
Bill Mathews	76
Rich Walton	76
Charles Pilch	69
Ken Brasel	56
250 EX	
Scott Davis	321
Jeff McDonald	265
Eddie Wise	216
Jeff Sandstrom	171
Jon Collins	158
Kevin Herrin	128
Kevin Schaub	107
Ralph Blanchard	90
Jeff Roskelley	81
Brent Battin	70
500 NOV	
Robert Armbrust	385
Jeff Donlan	274
George Bline	186
Jeff Soll	165
Jamie Linxwhaler	116
Todd Johnson	64
Tom O'Connor	63
Dick Stone	54
Brad Bomhoff	37
Ted Stern	20
500 EX	
Mike Yochum	304
Louis Mass	223
Ron Soule	209
Mark Carr	191
John Foote	142
Bruce Stingley	80
Roger Strickler	67
Jeff Cooper	61
Eric Kile	40
Mike Harriger	36

AMA Enduro National Championship Point Standings after 10 rounds

Terry Cunningham	Hus/218
Mike Melton	Hus/185
Fritz Kadlec	Kaw/161
Jack Penton	Kaw/155
Mark Hyde	Hus/154
John Martin	C-A/142
Drew Smith	Kaw/129
Jeff Fredette	Suz/98
John Fero	Suz/96
David Bertram	Hus/84
Darryl Kuenzer	76
Kevin Hines	Hus/58
Jeff Irwin	Hon/55
Ron Ribolzi	Hus/55
Tom Webb	Hus/39
Jeff Henning	KTM/33
Matt Cullins	Yam/31
Larry Roeseler	Yam/30
Alan Randt	25
Rick Scharphorn	23
Rob Bush	KTM/22
Rick Munyon	Hus/21
Mike Keen	20
Wally Wilson	Hus/19
John Miller	Hus/18
George Hendrix	Hon/16
Wayne Smith	Yam/14
Wayne Beindorf	Hus/14
Kevin Brown	13
Bob Thompson	13

FRT Motocross Carlsbad Raceway
Sept. 5, 1982
By Loretta Pipkin

OPEN EX	
T. Pasqualotto	
S. Bolger	
R. Hollenbeck	
OPEN AM	
M. McNulty	
S. Bott	
N. Manley	
OPEN NOV	
B. Powers	
S. Cirone	
L. Wallenda	
250 EX	
R. Nolin	
B. Hill	
M. Hope	
250 AM	
S. Brussell	
S. Scott	
L. Martinez	
250 NOV	
C. Kurupas	
J. Taylor	
R. Dykmans	
125 EX	
R. Hayes	
125 AM	
R. Bell Jr.	
125 NOV	
M. Hardaway	
D. Wabiszewski	
M. Allen	
VET EX	
R. Tuzinsky	
R. Falkenberg	
VET AM	
J. Peterson	
R. Millikan	
VET NOV	
B. Ammon	
D. Denison	
SR AM	
S. Bussell Sr	
SR NOV	
R. Berdyck	
G. Parham	
MINI NOV	
D. Sanford	
C. Mittag	

Hi Point/All of Us Series MX winners Garberville, CA
By Gaile Church

PRE PEE WEE/TRNG WHLS	
Toby Newman	Suz
PRE PEE WEE	
Gina Chambers	Hon
PEE WEE DIV 1	
Todd Early	Yam
PEE WEE DIV 2	
Kevin Goff	Yam
PEE WEE INT	
Gene Logan	Yam
MINI BEG	
Scott Goff	Yam
MINI JR	
J.R. Mason	Yam
MINI INT	
Tressen Smith	Kaw
Greg Newman	Yam
MINI EX	
Don Church	Kaw
125 JR DIV 1	
Max Fromherz	Yam
125 JR DIV 2	
Tim Gott	Kaw
125 INT	
Don Church	Yam
250 JR	
Don Martin	Hon
250 INT	
Rick Feigel	Hon
OPEN JR	
Tom Losa	Suz
PP	
Barbara Petersen	Mai
VET	
Carl Bowling	Yam
PRO	
Ken Beebe	Yam

AMA D-36 Black Plate Point Standings as of Aug. 31, 1982
By Bill Spencer

Chris Carr	234
Aaron Hill	212
Bruce Johnson	207
Joe Knight	153
Dave Boyles	118
Dave Ryan	104
P.J. Sanchez	71
Doug Chandler	59
Danny McDonnell	57
Ken Netto	57
Mike Arthur	56
Dale Hansen	52
Chad Felicio	47
Mike Gresham	45
Jon Eichelbaugh	41
Chris Roehlk	41
Keith Day	41
Greg Gray	39
Frank Garcia	34
Kevin Hugill	33

TROPHY PICKUP

Trophies from the Prairie Dogs race on Aug. 15, may be picked up at the Dist. meet on Oct. 7 and at the 100's race on Oct. 24. After that you may contact Phil Gorgone at (213) 333-8435. (38/40)

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

BARSTOW TO VEGAS IS COMING! Saturday, November 27th

CYCLE NEWS®

with cooperation from the SCMA chartered VICTOR McLAGLEN MOTOR CORPS and the SILVER CITY SCRAMBLERS
PRESENTS

THE 4th ANNUAL BARSTOW to VEGAS Motorcycle Road Ride and Poker Run
Finish At

CIRCUS CIRCUS®
HOTEL/CASINO

OPEN TO ALL MOTORCYCLISTS
FREE EVENT STICKERS
SUPER FINISHER PINS

DIRECTIONS & DETAILS

Registration — Saturday, November 27, 1982 opens: 8 a.m. closes: 11 a.m. Drawings at finish 3 p.m. sharp

Start and Registration — I-15 east to Harvard Road Exit (approx. 20 mi. east of Barstow), right turn. Turn left on Frontage Road (on south side of Freeway) approximately four miles turn left on Alvord Road then across Freeway to CYCLE NEWS' motorhome.

First Check — Baker, California (approx. 40 miles from Alvord Rd.) Check in by taking Baker Exit Road to Kelbaker Road (1st stop sign). Turn right, go past I-15 on ramp to CYCLE NEWS Check In.

Second Check — Jean, Nevada (approximately 65 miles from Baker). Jean off-ramp to Pop's Oasis and CYCLE NEWS Check inside the Casino.

Finish — Las Vegas, Nevada (approx. 20 miles from Jean), Las Vegas Strip off-ramp north on Strip (approx. 7 mi.) to Circus Circus Drive turn left (approx. ¼ mi.) to Circusland RV parking Blue checkered pylons on right to finish.

SUPER PRIZES!
1st $150.00 CASH! 2nd $100.00 CASH! 3rd $50.00 CASH! PLUS!
Cycle News T-Shirts and Vests and loads of other great prizes

$5.00 Donation per rider
Profits go to the Phantom Duck of the Desert Legal Fund and the AMA Legislative Support Fund.

For Circus Circus Hotel/Casino Room Reservation and Circusland RV Park information call Toll Free 1-800-634-3450.

Watch Cycle News for more Information or call the Cycle News office (213) 427-7433.

Las Vegas Area Information Center
6029 W. Charleston Blvd.
Las Vegas, NV 89102
Open seven days a week and evenings
(702) 870-9511

Silver State YAMAHA

BARSTOW TO VEGAS 4 MAIL-IN ENTRY FORM

MAIL-IN ENTRIES Send $5.00 (check or money-order made payable to Cycle News, please) for each rider and/or passenger along with a completed registration blank to: Cycle News B to V 4, P.O. Box 498, Long Beach, CA 90801-0498.

1982 4 CYCLE NEWS B to V

Please Print

Name _____

Address _____

City _____ State _____ Zip _____

Motorcycle Brand _____ Engine Size _____

AMA # Other Association _____ Number _____

Mail-In Entry Closes November 5, 1982

You will receive your registration number by return mail. Just show up at the start area between 8 & 11 a.m. November 27th, pick up your event package and head for Vegas!

THE MOST EXCITING SPEEDWAY RACE OF THE YEAR!

U.S. NATIONAL SPEEDWAY CHAMPIONSHIP

SATURDAY OCTOBER 9 8 PM

Featuring Superstars

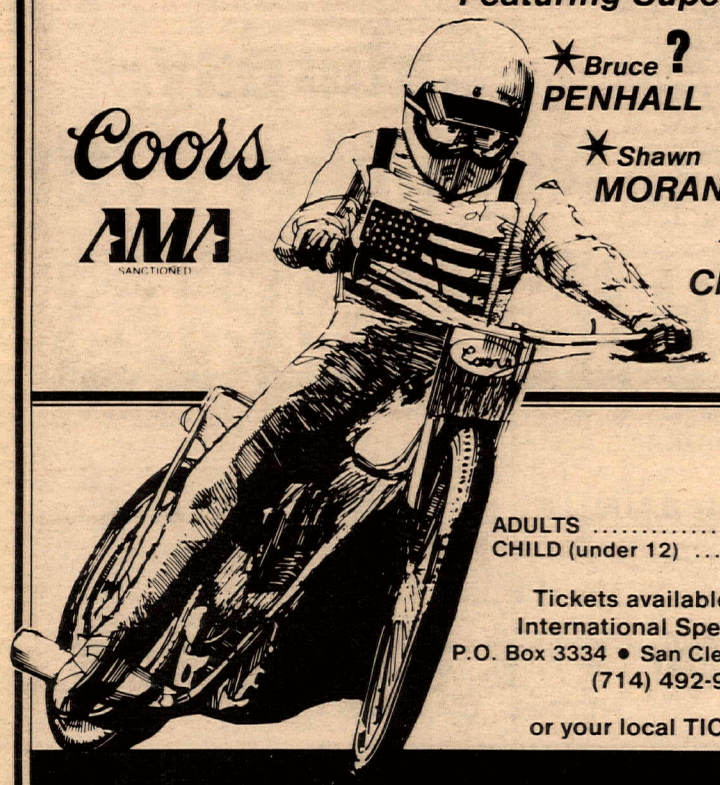
★Bruce ? PENHALL ★Dennis SIGALOS

★Shawn MORAN ★Mike BAST

★Alan CHRISTIAN

Coors

AMA SANCTIONED



ADULTS $12.00
CHILD (under 12) $6.00

Tickets available through
International Speedway Inc.
P.O. Box 3334 • San Clemente, CA 92672
(714) 492-9933

or your local TICKETRON

Orange County Fairgrounds Costa Mesa

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Presents SUMMER CELEBRATION $10,000.00

$2000 Pro Purse Oct. 10

Aug. 8, 22 Sept. 12, 26 Oct. 10

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SEPT. 12 1,000 Entry Fee Pro $ 20
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Gates open 7am
Prac. 8am
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INDIAN DUNES

SRA Schedule

OCT. 31 — BLACKCAT G.P.
(Indian Dunes — Bikes — ATC — ODY)
NOV. 28 — RIVERSIDE G.P.
(Double SRA Points)
(714) 828-1358

AMA DISTRICT 38 "WHERE THE DESERT RACER RATE!"

Mike Rose Memorial Race
Bar-B-Q Saturday Night
2 1-Hr. Races + 90 Min.
Team Race
Sunday, October 10
INFO: (714) 427-5759 Anytime
DETAILS IN THE CALENDAR SECTION

CALENDAR

CHAMPIONSHIP EVENTS

AMA/Wrangler® Supercross Series
11/6 San Diego, CA

Trans USA '82
10/10 Unadilla, NY

AMA National Enduro Schedule Eastern Region
11/7 Cadiz, KY

CMC Trans-Cal MX Series
10/9-10 Huron, CA
10/16-17 Brentwood, CA
10/23-24 Orange, CA

National Drag Race Schedules
AMA/Dragbike!
10/17 Fayetteville, NC
10/24 Hollywood, FL
10/24 Fremont, CA
10/30-31 Las Vegas, NV
11/6-7 Houston, TX
11/20-21 Gainesville, FL

IDBA
10/9-10 Gulfport, MS

NMRA
10/16-17** Irvine, CA
**Top Fuel Only

Score/Pernod Race Schedule
11/3-6 Baja 1000
Baja California, Mexico

World Speedway Championships
12/11 Pairs
Liverpool, Australia

National Road Runs
TBA Western Championship Timed Road Run Open
11/27 Cycle News Barstow to Vegas Poker Run
Barstow, CA — Las Vegas, NV

Other Major U.S. Events
10/31 The Superbikers
Carlsbad, CA

EVERY WEEK

Wednesday

CMC ASCOT NIGHT MX
Ascot Park, 18300 S. Vermont Ave., Gardena, CA. Near 91/405/11 Frwy. jct. All classes plus three-wheelers. 130% Pro p.b., 30% troph. CMC memb. req., available @ track ($20). Gate 5 p.m., sign up closes 6:30, prac. 6-7, race 7:30.Entry $12. Watch: adults $5; 13-17 $3.50; 9-12 $2; 8-and-under free. Continental Motosports Club. Info 714/557-3323, 213/323-5055.

AMA BAYLANDS ST
Baylands Raceway Park, 44333 Christy St., Fremont, CA. Take Durham Rd. exit off Hwy 17 or 680. All Classes incl. Mini and Pee Wee (if enough). 30% troph. Gate 5 p.m., prac. 6-7, sign up closes 7:30, race 7:30. Entry $10 Sptsmn, $15 Semi-pro. Watch $5 adult, $2 7-12. Info 415/651-2545.

Thursday

CALIFORNIA

R.A.C.E. NIGHT MOTOCROSS
Orange County International Raceway, Irvine, CA. I-5 @ Sand Canyon or I-405 @ Irvine Center to Sand Cyn. All Classes, 30% troph., 125% Pro p.b. Gates open 5 p.m., prac. 6, race 7. Entry $8, $10 non-memb. (memb. not req.), Pro $15, watch $4, under-12 $2 Info 714/552-5511.

CMC BAYLANDS NIGHT MX
Baylands Raceway Park, 44333 Christy St, Fremont, CA. Take Durham Rd. exit off Hwy 17 or 680. All classes. 30% troph. CMC card req'd. Gate 4:30 p.m., prac. 6-6:45, sign up closes 6:45, race 7. Entry $12, Sptsmn, $15 Pro. Watch $5 adult, $2 7-12. Info 415/651-2545.

WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. E, left on Hannegan Rd., 1¼ mi. N on rt. 50 -Open separate C class motos. Gates open 5 p.m., race 6. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 Open, (Larry Hanson).

IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S & S Racing. Huetter, ID. 2 mi. W of Couer d'Alene on Old Hwy. 10. Class C racing, 3/8-mi. oval. Mini/125/250/500/Open, $500 guaranteed purse, trophies to Amateurs. Sign up 6:30 p.m., prac. 7, race 7:30. Info 208/765-5005 (Couer d'Alene Honda).

Friday

CALIFORNIA

AMA SPEEDWAY
Orange County Fairgrounds, Costa Mesa, CA. S end of Newport (55) Fwy. Div. 1-3. 1st race 8 p.m. Admission $5. International Speedway, Inc. Info 714/492-9933.

R.A.C.E. MOTOCROSS
Corona Raceway, Corona, CA. Hwy. 91 E to Buchanan exit. Mini-Open, 100% Ex. p.b. Info 714/689-1913, 735-1705.

TEXAS

MOSIER VALLEY MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. Gate & track changes inc. over/under bridge. Trophies thru 5th, Ex. purse $300 or 300% p.b. All classes, Ex. ride 3 motos. Gates open 5:30 p.m., prac. 7. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

CAPITAL CITY NIGHT MOTOCROSS
Austin Night Motocross Park, Austin, TX. Hwy 183 N, N of 7th St. Gates open 6 p.m., prac. 7, race 8:15. Entry $10, Ex. $15, $5 gate/watch.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. E on E. Mount Houston Rd., off Hwy 59 N. All classes. Trophies thru 6th to Am., 100% Ex. p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

Saturday

CALIFORNIA

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727—1171.

D-36 SHORT TRACK
Cycleland Speedway, Chico, CA. 14 mi. S of town, U.S. 99E & Nelson Rd. All classes to 500, 6 ride min./class, Class C trac. req. Gates open 5:30 p.m., sign up 5-7:15, prac. 7, race 8. Entry $8.50, Semi-pro $4, watch $3.50, under-12 $1, pit pass $1 (whites req.). Moural Associates. Info 916/342-0063, 4216.

SADDLBACK SATURDAY MX
Saddleback Park, Orange, CA. Gates open 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $12, Pros $17. No memb. or mail entry req. 33.33% trophies. Info 714/495-4771.

OKLAHOMA

OKLAHOMA NIGHT MOTOCROSS
Motorcycle Raceway, Oklahoma City, OK. Btwn. I-40 & I-240 on S. Douglas off S. 59th All classes, 10 trophies/class. Prac. 5 p.m., race 6:30. Info 405/348-4412 (Tommy Newman).

TEXAS

TEXAS MIKE KIDD ST/TT
Mike Kidd Ranch, Boyd, TX. From Ft. Worth take Hwy. 199 N to FM 730 N, then to FM 2048 W & follow signs. All classes. Astrodome replica track. Gate 10 a.m., prac. 11:30, race 1 p.m. Info 817/433-5559 (Mike).

WASHINGTON

HANNEGAN NIGHT FLAT TRACK
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. E, left on Hannegan Rd., 1¼ mi. N on rt. Mini-Open, Am. & Semi-pro. Gates open 5 p.m., prac. 7, race 8. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

Sunday

OKLAHOMA

BIG "L" MOTOCROSS
Big "L" MX Track, Lindsey, OK. Hwy. 52 S of OKC to Blanchard, Hwy. 76 S to 4-way stop, 3½ mi. S of Hwy. 39 on 76, W 1 mi., S 1 mi., W 100 yds. Pee Wee — Over 30, trophies, 100% Ex. p.b. Gates open 11 a.m., prac. 11-1, sign up closes 12:30, race 1. Entry $7, Ex. $10, rider gate $3, watch $3, 6-12 $1. Info 405/360-3391 (after 5 p.m.).

October 8

COLORADO SPEEDWAY
National Western Arena, Denver, CO. I-70 & Humboldt. Races begin 8 p.m. Ticket at Select-a-seat, Glen Plues M.C., Tickets 303/935-3559. Info 477-5457, 935-3559, 477-9322.

October 9

U.S. NATIONAL SPEEDWAY CHAMPIONSHIP
Orange County Fairgrounds, Costa Mesa, CA. 55 Frwy south to the end, turn right and turn right again at Fair Dr. The new National Champion will be crowned from 16 qualified riders in this do-or-die event. Pre-race entertainment starts approx. 7:15, race starts 8. Watch $12, child under 12 $6. Tickets available through Ticketron or mail check to: International Speedway, Inc., P.O. Box 3334, San Clemente, CA, 92672. Tickets also on sale at gate Oct. 7-8, 4-8 p.m. and Oct. 9, 10 a.m. to 5 p.m. Info 714/492-9933.

OREGON INDOOR NIGHT ST
Benton County Fairgrounds, 110 SW 53rd, Corvallis, OR. Sptsmn classes Mini-500, Pro 250 & 500. Class C tires (except mini), muffled & "non-smoker" bikes only. Sign up 6 p.m., prac. 7, race 8. Entry $6 Sptsmn, $12 Pro. Watch $3 adult, $2 6-18, under-6 free (with adult). Willamette Valley Cycle Club/Trak-Tak Racing Specialties. Info 503/ 928-7205, 753-0566.

AMA D-36 NIGHT ST
Monterey Fairgrounds, Hwy 1 to Casa Verde offramp, Monterey, CA. Semi Pro & Sptsmn classes, minibikes to 500cc. Part of 5 week series. 3-wheel exhibition. No rider insurance. Sign up 5 p.m., prac. 6, race 7:30. Entry $10 Sptsmn, $15 Semi Pro. Info 408/394-8225.

AMA CALIFORNIA STATE CHAMPIONSHIP MOTOCROSS
Riverfront Park Track, Marysville, CA. 40 miles north of Sacramento on Hwy 70. Riders must qualify to enter this event. Info 916/695-2727 (Promoter), 695-2088 (District Official).

AMA D-37 WORLD CHAMPIONSHIP HARE AND HOUND
Lucerne Valley, California to Parker, Arizona. All classes. Trophy presentation on Sunday to 30-40% of finishers. 31st Annual Check Chase. 230 miles. AMA membership req'd. 4 gas stops. Mass start at 8 a.m. Entry $30, includes all fees. All four gas pits available for $50. Early postmarked entries have starting priority. Mail entry with 2 legal sized SASE and photocopies of District and AMA cards to: The Checkers, c/o James Vincent, 267 Santa Catalina, Santa Barbara, CA, 93109. Info 213/501-4134, 805/498-1450.

Oct. 9-10

CMC TRANS-CAL MX
Part of CMC Trans-Cal MX Series. Huron, CA. Hwy 5 to Hwy 198, go east to Huron, follow signs to track. All classes except 60 & 100. Over $75,000 in series awards, products & money. $3,000 Pro purse/event, pd by moto. Sptsmn race Sat.; Pros, Vets, OTs and Mini Ex. race Sun. Gate 6 a.m., sign up 6-7:30, prac. 7, race 8. Mail entry $15 Sptsmn, $25 Pro. Post entry $20 Sptsmn, $35 Pro. Gate $5 Sat., $8 Sun. Mail entry to CMC, P.O. Box 1858, Costa Mesa, CA, 92626. Info 714/557-3323.

OREGON SHORT TRACK & TT
Sunnyvalley Speedway, Grants Pass, OR. 15 N of Grants Pass. Take I-5 to Sunnyvalley Interchng, 1/2 mi. from intersect. toward Leland. Pee Wee thru 750cc classes + OT. Sign up 6-7 p.m., Sun. 10-11 a.m. prac. 7-7:30 p.m. Sat., 11-11:30 a.m., race 8 p.m. Sat., noon Sun. Entry $6 1st bike, $5 2nd bike, $7 lightweight money, $10 Pro money. Concessions at track, camp at track or KOA 1/2 mi. away. Southern Oregon Motorcycle Assoc. Info 503/476-7405 wk. days., 479-6929 eve. & wk. ends.

October 10

CRC CALIFORNIA MX
San Diego Amateur Supercross Qualifier. Saddleback Park, Orange, CA. All classes. Cash p.b. to Pros, 30% brass to Sptsmn. 2 motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

OKLAHOMA MOORELAND MX
State Qualifier for Grand National Championship. On Hwy 50, 7.3 mi. north of Mooreland, OK. All classes. 150% Ex. p.b., nice troph. One mi. track over natural terrain. Birth certificate req'd for all Mini riders. Gate 8 a.m., prac 9:30, race 11. Entry $6 Sptsmn, $20 Ex., $4 watch. Country Motocross, Inc. Info 405/994-2533, 944-9345 (trackside).

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20, 2 mi. to CR 471, right 2 mi. & turn left. All classes. Troph. to fifth, $1005 Ex. purse (15 rider min./class), 100% p.b. if less than 15, U.S. Savings Bonds to Mini Ex. Camping, concessions. Gate 5 a.m., Nov. & Int. 8, prac. 8:30, race 10. Entry $5 gate, $8 Sptsmn, $20 Ex. Info 214/882-4215 (Bill Law).

CMC CALIFORNIA SHR MX
Sand Hill Ranch, corner of Camino Diablo & Vasco Rds, Bentwood, CA. All classes. 100% Pro p.b., 30% troph. All sand track, no dust, two water trucks. Gate 6 a.m., prac. 8:30. Entry $15, $5 watch. Info 415/634-3328, 798-5695 (Tom Anderson).

AME CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126, park is on left. All Classes. Pro p.b., 30% Sptsmn troph. Gate 7 a.m., prac. 8, race 9. Entry $10 Sptsmn, $17 Pro ($15 to Pro p.b.); AME memb. ($20) req'd. American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 213/881-5778.

NEW MEXICO MX
South of Mesilla Dam, Las Cruces, NM. All classes. Troph. to third, moto money, $500 purse. Series points race for New Mexico state. Gate 8 a.m., prac. 9:30, race 11. Flyin Ryan's Ent. Info 505/523-5381 (Ryan Armitage).

AMA D-27 OREGON MX
Roseburg, OR. I-5 to Clarks Branch exit, east 3½ miles. All classes. 200% Pro p.b., 33% troph. Protective gear req'd + matching helmet no. with 3 no. plates. Gate 8 a.m., prac. 8:30, race 10. Entry $7 + gate Sptsmn, $10 + gate Pro; gate $3 adult, $2 6-18, under-6 free. Info 503/673-1671.

AMA WASHINGTON S.I.R. MX
Seattle International Raceway, Kent, WA. All classes. Part of Northwest Challenge Series, $15,000 in cash & prizes, incl. some for Sptsmn! $3,000 Pro purse on Nov. 21 series finale. Sponsored by Wrangler, Pepsi, Scott, J B Racing, Rainer and Jim Pomeroy. Gate 7:30 a.m., prac. 9, race 10. Entry $9 Am., $14 Pro, gate fee Nov. 21 only. Info 206/631-1550 (Lynn).

CALIFORNIA DE ANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 100% Pee Wee trophies. $6 gate plus entry $9. Pros $13, non-memb. adds $2. Memb. not req. Gates open 6 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open 7 days. Info 714/ 653-8068, 5840, 7979.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, race 9. Entry $10, Pros $15. Info 714/557-3323.

JUNIPER MOTOCROSS
Juniper MX, McAlester, OK. Tulsa Turnpike (75) N on 69 (not Bus. 69). Exit 113 to E. All classes, trophies through 6th, 150% Ex. p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8, Ex. $15, gate $4. Info 918/426-4533 (McAlester Kawasaki).

SUNRISE VALLEY MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All classes, 50% Mini/Vet trophies, 50% cash p.b. to Vet Ex. Free O/N parking. Gates open 7:30 a.m., race 9:30. Info 714/245-7339.

OKLAHOMA MOTOCROSS
Motorcycle Raceways, Inc., Oklahoma City, OK. Btwn. I-40 & I-240, exit S. Douglas to S.E. 59th, turn E. All classes. Gates open 9 a.m., prac. 10:30, race 11:30 or 12. Info 405/681-9492 (Tommy Newman).

October 16

IDAHO STADIUM MX
Caldwell Rodeo Grounds, 21st & Cleveland, Caldwell, ID. 80cc, 125cc, 250cc and Open classes. $1800 purse for Ex., 33% troph. to Beg. No overnight camping. Kids 12-and-under must be with parent. Sign up 10:30-11:45 a.m., gate 11:30, prac. Noon, qualifiers 1 p.m., main events 6. Pre-entry $15 Beg., $20 Ex.; pre-entry closes Oct. 5. Post-entry $25 Beg., $30 Ex. Owyhee M.C. Info (after 5 p.m.) 208/375-9446 (Ed), 342-7439 (Lew).

AMA D-36 NIGHT ST
Monterey Fairgrounds, Hwy 1 to Casa Verde offramp, Monterey, CA. Semi Pro & Sptsmn classes, minibikes to 500cc. Part of 5 week series. 3-wheel exhibition. No rider insurance. Sign up 5 p.m., prac. 6, race 7:30. Entry $10 Sptsmn, $15 Semi Pro. Info 408/394-8225.

AME CALIFORNIA NIGHT MX
Sprockets Park, Bakersfield, CA. All classes. Pro p.b., 30% Sptsmn troph. Free O/N camping. Gate 5 p.m., prac. 7, race 8. Entry $10 Sptsmn, $17 Pro; ($15 to Pro p.b.); AME memb. ($20) req'd. American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 213/881-5778.

PHOENIX NIGHT MOTOCROSS
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes, 33% troph., 100% Pro p.b. No pit riding. Gates open 4:30 p.m., prac. 6, race 7. Entry $10, $15 Pros. Admission $4, Under 12 $2. Phoenix Supercross Raceways, Inc./Roger Jones & John Ohanesian. Info 602/867-4769 (John).

Oct. 16-17

CMC TRANS-CAL MX
Part of CMC Trans-Cal MX Series. Sand Hill Ranch, Brentwood, CA. Hwy 580 to Vasco Rd, go 17 mi. to stop sign, go right to front gate. All classes except 60 & 100. Over $75,000 in series awards, products & money. $3,000 Pro purse/event, pd by moto. Free camping. Sptsmn race Sat.; Pros, Vets, OTs and Mini Ex. race Sun. Gate 6 a.m., sign up 6-7:30, prac. 7, race 8. Mail entry $15 Sptsmn, $25 Pro. Post entry $20 Sptsmn, $35 Pro. Gate $5 Sat., $8 Sun. Mail entry to CMC, P.O. Box 1858, Costa Mesa, CA, 92626. Info 415/798-5695.

GWV CALIFORNIA MX
On Hwy 8 at Live Oak Springs Rd exit, 35 min. east of El Cajon, CA. All classes except Minis. 50% Pro p.b., 2 troph./Sptsmn class. Ridng all day Sat., free O/N camping. 1 mi. course. Pros 15 laps, Sptsmn 10. Sat: gate & tech. starts 8 a.m., prac. 9-6 p.m. Sun: prac. & qualifying 9-11 a.m., elim. noon to 6 p.m. Entry free to Sptsmn, $100 Pros. GWV Enterprises. Info 714/692-0552 (8-5), 275-5187 (recording).

October 17

NEBRASKA MOTOCROSS
Fort Calhoun, NE. Off I-680 between I-80 and I-29, east of the Missouri river; take 48th St. exit and go 7 miles on Hwy 73 to Fort Calhoun. Prac. 8:30 and 9:30 a.m., race 10. Moto Sports Park. Info 402/571-2183, 895-6980 (race days).

NEBRASKA SHORT TRACK
Fort Calhoun, NE. Off I-680 between I-80 and I-29, east of the Missouri river; take 48th St. exit and go 7 miles on Hwy 73 to Fort Calhoun. Banked 1/8 mile track. Race 1 p.m. Moto Sports Park. Info 402/556-1306, 391-0149 (race days).

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd. 11 miles. New track, O/N camping, concessions, new Beg. class. Entry $10, yearly memb. $15. Sign up closes 7:30 a.m. sharp. Info 714/286-3095 (Roy), 443-1610 (Bo).

CRC CALIFORNIA ENDURO
Roadrunner Family Enduro. Rand, CA. All classes. CRC points, 20% troph., super finisher pins. 2 loops (approx. 35 mi. ea.); Women, Minis and C-16 go one loop, all others two. Mail entry $18, post $21, non CRC memb. add $2. California Racing Club. Info 714/689-6114.

CRC CALIFORNIA GP
San Diego Amateur Supercross Qualifier! President's Cup Gran Prix. Indian Dunes Cycle Park, Valencia, CA. California Racing Club. Info 714/689-6114.

AMA KANSAS MX
Coffeyville, KS. 2 miles east of Hwy 166/169 junct. All classes. 30 % p.b. on troph., 150% Ex p.b. 17-and-under need notarized permission from parent. 3 number plates, silencer and proper riding gear req'd. Prac. 9:30 a.m., race 12. Entry $8 Sptsmn, $15 Ex. Watch $3, kids 6-and-under free. Cherokee MX, Rt. 2, Box 235, Coffeyville, KS, 67337. Info 316/251-1116.

AMA D-36 ARGYLL MX
Argyll Park, on Hwy 113, 11 mi. south of Dixon, CA. All classes incl. Dinosaur. Troph., Bonus troph. and 100% Pro p.b. Concessions and Parts in the Pits. No pit bikes or dogs. Gate 6:30, prac. 7:30, race 9. Entry $15 Sptsmn, $15 plus 5 Pros. Watch $4, 6-12 $1. Info 916/678-3592, 678-9956.

AMA D-37 DIRT TRACK
Lightweights. Info 714/771-3809.

AMA D-37 MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore offramp. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. D-37 riders scored seperately from reg. DeAnza MX under D-37 rules; no memb. req'd. Free O/N camping. Gate 6 a.m., prac. 8:30, race 9:30. $6 gate plus entry $9 Sptsmn, $13 Pros., non-DeAnza memb. add $2. Info 714/653-8068, 5840, 7979.

AMA WASHINGTON S.I.R. MX
Seattle International Raceway, Kent, WA. All classes. Part of Northwest Challenge Series, $15,000 in cash & prizes, incl. some for Sptsmn! $3,000 Pro purse on Nov. 21 series finale. Sponsored by Wrangler, Pepsi, Scott, J B Racing, Rainer and Jim Pomeroy. Gate 7:30 a.m., prac. 9, race 10. Entry $9 Am., $14 Pro, gate fee Nov. 21 only. Info 206/631-1550 (Lynn).

SCTK TEXAS MX
Denison, TX. Hwys 75 & 691, atop Breezy Hill, between Sherman & Denison. Classes: Open, Enduro/Playbike, 250cc, 125cc, Over 30, Beg. Mini, Mini Jr. and Mini Sr. Troph. to fifth. Must have helmet, 3 no. plates and protective footwear. Gate 7 a.m., sign up 7:30, prac. 8, riders meeting 9:30, race 10. Gate fee $3, entry $6. Sandy Creek Texoma Kawasaki. Info 214/892-3118 (days), 463-6049 (after 6 p.m.).

AMA D-36 REDDING MX
Redding, CA. Hwy 44 east to Airport Rd, south to Rancho Rd, turn left & follow signs. All classes. Troph. to Sptsmn, 100% Pro p.b. Free O/N parking. Good breakfast & lunch avail. Gate 6:30 a.m., prac. 7:30, race 9. Entry $15 Sptsmn, $15 + $5 Pro. Watch $4, child $1. Moto One, Inc. Info 916/223-5600, 221-3118.

KANSAS OUTLAW ST
Garden Raceway, on Hwy 50, 4 mi. east of Garden City, KS (sign on Hwy). 80cc class ride for troph. 125, 250 & Open ride for $ & troph. One-eighth mile clay surface. Motocrossers welcome. Full leathers req'd. Ride one bike in one class. Gate noon, prac. 1, race 2. Gate $3. Entry $5 Mini, $7 money class. Info 316/225-7041.

CMC MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All classes, 50% cash p.b. to Vet Ex., CMC Pro pts. Memb. only. Gates open 7:30 a.m., race 9:30. Free O/N parking. Info 714/245-7339, 246-6109, 557-3323.

TEXAS FLAT TRACK AND TT
Ross Downs, Hwy 26, Colleyville, TX. From Dallas, Hwy 114 past DFW Airport to Hwy 26, turn west and go 3 miles. from Ft. Worth, take 820 to Hwy 26, go east 5 miles. All classes. 100% Pro p.b., troph. to Am. New championship track. Gate 10 a.m., prac. 12, race 2 p.m. Entry $8 Am, $15 Pro; gate $5, children under 6 free. Info. 817/488-9133 (Bob).

CMC MOTOCROSS
Saddleback Park, Orange, CA. All classes. Gates open 7:30 a.m., sign up 8-9, prac. 8-9, race 9:30. Entry $10, Pros $15. Info 714/557-3323.

QUALIFIER FOR SAN DIEGO STADIUM
4th ANNUAL CRC
PRESIDENT'S CUP G.P
SUNDAY, OCT. 17th, 1982 INDIAN DUNES
GRAN PRIX
Don't Miss This One
● Superb Finisher Pins ● 20% Trophies
● CRC Gran Prix & Motocross & ATV Points
Course will include the Motocross Track, Sand & Hills.
Each race is 45 minutes

9:00 a.m.	Mini
10:00 a.m.	ATV, Odys
11:00 a.m.	CRC Vets
12:00 noon	Pros
1:00 p.m.	100-125, 125 Beg, Nov, Am.
2:00 p.m.	250 Beg, Nov, Am.
3:00 p.m.	Open & 4 Strk Beg, Nov, Am.
4:00 p.m.	Team Race

Mail Entry Closes Oct. 11
Mail entries, check & two legal size SASE to:
CRC
24518 ISLAND AVE.
CARSON, CA 90745

MAIL ENTRY $16.00
POST ENTRY $20.00

CRC Membership required for this event

CALL FOR FURTHER INFORMATION:
CRC HEADQUARTERS (213) 830-7519

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SAN DIEGO
JACK MURPHY
STADIUM
LIMITED ENTRY
YOU MUST QUALIFY
TO RIDE (one race does it)

SUNDAY
NOV. 7
1982
RIDE THE SAME
COURSE THE PROS
RIDE ON
SATURDAY NITE

CLASSES
Pee Wee, 60 Stk, 60 Mod, 80 Stk, 80 Mod, 100, 125, 250, 500, 3-Wheelers, Beg., Nov., Int., Exp., Pro, Vets

QUALIFIER SCHEDULE

Sun	Sept 5	CRC MX Indian Dunes	Valencia
Fri	Sept 10	CRC MX Indian Dunes	Valencia
Sat	Sept 12	CRC MX Saddleback	Orange
Wed	Sept 15	Speedway 117 MX	Chula Vista
Sun	Sept 19	CRC MX Indian Dunes	Valencia
Sun	Sept 19	Barona Oaks MX	Poway
Thurs	Sept 23	OCIR MX	Irvine
Fri	Sept 24	CRC MX Indian Dunes	Valencia
Sun	Sept 26	CRC G.P. Saddleback	Orange
Wed	Sept 29	Speedway 117 MX	Chula Vista
Sun	Oct 3	CRC MX Indian Dunes	Valencia
Sun	Oct 3	Barona Oaks MX	Poway
Thurs	Oct 7	OCIR MX	Irvine
Sat	Oct 9	Canyon Raceway MX	Phoenix
Sun	Oct 10	CRC MX Saddleback	Orange
Wed	Oct 13	Speedway 117 MX	Chula Vista
Sun	Oct 17	CRC G.P. Indian Dunes	Valencia
Sun	Oct 17	Barona Oaks MX	Poway
Thurs	Oct 21	OCIR MX	Irvine
Sun	Oct 24	**Carlsbad Raceway**	**Carlsbad**
Sun	Oct 24	Canyon Raceway MX	Phoenix

3 FOOT TROPHIES
$1,500 PRO PURSE
CRC
CALL FOR INFO:
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CALIFORNIA RACING CLUB PRESENTS
ROADRUNNER ENDURO
OCT. 17, 1982 • RAND
FAMILY ENDURO
20% TROPHIES • CRC POINTS
2 LOOPS • START 8 a.m.
This is a REAL FAMILY ENDURO. The course will be relatively easy but interesting with emphasis on time keeping. It will be well marked with no bottle necks, impossible speeds or obstacles.
Mail Entry $18 • Post Entry $21 • Non-Members add $4
Use any standard entry form and mail 2 legal size self-addressed, stamped envelopes (SASE) to: CALIFORNIA RACING CLUB
7601 Arlington Ave., Riverside, CA 92503
INFO: (714) 689-6114 (days)
CRC

Open 7 Days 714-558-1584
CMC-MX, ITA Trials } 1st & 3rd Sundays
CRC—MX — 2nd & 4th Sundays
SSM—MX — Every Saturday
SADDLEBACK PARK

Arroyo CYCLE PARK OPEN 7 DAYS A WEEK
Next Race: Oct. 24
San Bernardino
Phone: (714) 689-6114

BUDWEISER — YAMAHA

Ghost Riders Series

PARK GATE OPENS AT 7 a.m.
FIRST RACE 8:30 a.m.

OCT. 30, NOV. 7 & 21, 1982
CMC POINTS — DOUBLEPOINTS ON 21st
PRO PURSE $1000.00 OVERALL
PLUS $120.00 PER MOTO
OVERNIGHT PARKING

PRIZES: (INCLUDING NEW YAMAHA VISION)
CONTINGENCIES
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MAIL ENTRY INCLUDES RIDER'S ADMISSION
OCT. 25, 1982 $25.00/POST $32.00 (PROS) PER RACE
SPORTSMAN PER RACE: $15.00/POST $15.00 + ADMISSION
ENTRY FORM — MUST BE ACCOMPANIED BY SELF—ADDRESSED, STAMPED ENVELOPE

NAME AGE M/F RIDING NO.
TYPE BIKE SIZE BIKE CLASS
ADDRESS
CITY STATE ZIP

The undersigned entrant by affixing his initials below, acknowledges that he assumes the risk of any loss from injury or property damage to himself or to others, due to his participation in this event and he herewith specifically holds harmless from any said loss the California Motorsports Club, Sunrise Valley Cycle Park and its staff, the promoters, the sponsoring club or organization, and the owners of the real property on which said event shall take place.

(Entrant's and/or parent's initials) _____

MAIL ENTRIES TO:
MAKE CHECKS PAYABLE TO:
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HESPERIA, CA 92345

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SUNCOUNTRY CYCLE SPORTS

SUNRISE VALLEY CYCLE PARK
LOCATED ON HWY. 395
ADELANTO, CA

ADMISSION $5.00

Ghost Riders Combo X

SUNRISE VALLEY CYCLE PARK
LOCATED ON HWY. 395
ADELANTO, CA

PARK GATE OPENS AT 7 a.m.
— FIRST RACE 8:30 a.m.

SAT., OCT. 30th
DIST. 37 POINTS

USE ABOVE ENTRY FORM FOR MAILING

RIDERS TROPHIES
FINISHER PINS
45 min. +1

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ORANGE, CA

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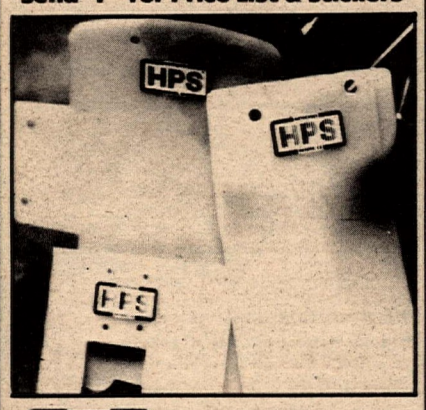
SUZUKI white plastic looks great on your Suzuki 6^{95}.

Send 1^{00} for Price List & Stickers



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RIDE AWARE

MOTORCYCLE INDUSTRY COUNCIL, INC.

7th Annual
GREAT PUMPKIN GRAND PRIX
Sunday, October 31
CORONA RACEWAY RACE

CRC
RACE SCHEDULE

Oct. 10 — MOTOCROSS
Saddleback — San Diego Qualifier

Oct. 17 — GRAND PRIX
Indian Dunes — San Diego Qualifier

Oct. 24 — MOTOCROSS
Carlsbad — San Diego Qualifier

Oct. 31 — MOTOCROSS
Saddleback — San Diego Qualifier

CRC Membership Required
(213) 830-7519

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MOTORCYCLE SUSPENSION SYSTEM
STEP 1 FOR PROPER SUSPENSION SET UP
EVERYTHING ELSE IS A COMPROMISE. PERIOD
Call for Info. (714) 731-5114

CONROE MOTOCROSS
Conroe MX Park, Conroe, TX. 3 mi. S of town to San Jacinto River. 60-Open, trophies or gift certificates to 8th in Nov. classes. Concessions, showers, bathrooms. Split schedule: prac. 8 a.m., race 10, Int./Ex. race 1 p.m. Entry $8, Ex. $15, gate $4. Info 712/756-4414 (Conroe Suzuki), 273-2336 (track).

TEXAS MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. $705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

TULSA MOTOCROSS
Tulsa, OK. S of Tulsa Int'l. Raceway off Hwy. 169 N & N. 36th St. All classes, 33% trophies, 150% Ex. p.b. Gates open 8 a.m., prac. 9:30, race 11. Entry $8, Ex. 12, gate $4. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick McGhee).

OKLAHOMA CITY MOTOCROSS
Oklahoma City, OK. Intersection of I-35 & I-40, E-bound I-40 exit eastern, W-bound I-40 exit Reno. All classes, 6 trophies/class, 150% Ex, p.b. Gates opne 8 a.m., prac. 10, race noon. Entry $6, Ex. $10, gate $4. Info 405/732-0212 (Howard Musgrove).

ARROYO MOTOCROSS
Arroyo MX Park, Harlingen, TX. Mini-Open + Over 30 & Enduro. Trophies to 3rd, 200% Ex. p.b. Gates open 8:30 a.m., prac. 10:30, race 11:30. Entry $8, Ex. $12. Harlingen MX Assn. Info 512/428-3895.

October 22

CALIFORNIA SWAP MEET
Orange County Fairgrounds, south end of Newport 55 Frwy, Costa Mesa, CA. Open 6-10 p.m. Free parking. 1000s of bikes, parts & access. Sellers move in 1-4 p.m. 10x10 space $15, 10x15 & prime space $25. Motorcycles for sale $10 ea. Intershows, P.O. Box 2910, Mission Viejo, CA, 92690. Info 714/498-6861, 498-9226 (24 hr.).

COLORADO SPEEDWAY
National Western Arena, Denver, CO. I-70 & Humboldt. Races begin 8 p.m. Ticket at Select-a-seat, Glen Plues M.C., Tickets 303/935-3559. Info 477-5457, 935-3559, 477-9322.

October 23

OREGON INDOOR NIGHT ST
Benton County Fairgrounds, 110 SW 53rd, Corvallis, OR. Sptsmn classes Mini-500, Pro 250 & 500. Class C tires (except mini), muffled & "non-smoker" bikes only. Sign up 6 p.m., prac. 7, race 8. Entry $6 Sptsmn, $12 Pro. Watch $3 adult, $2 6-18, under-6 free (with adult). Willamette Valley Cycle Club/ Trak-Tak Racing Specialties. Info 503/ 928-7205, 753-0566.

AMA D-36 NIGHT ST
Monterey Fairgrounds, Hwy 1 to Casa Verde offramp, Monterey, CA. Semi Pro & Sptsmn classes, minibikes to 500cc. Part of 5 week series. 3-wheel exhibition. No rider insurance. Sign up 5 p.m., prac. 6, race 7:30. Entry $10 Sptsmn, $15 Semi Pro. Info 408/394-8225.

AMA D-37 MX
Saddleback Park, Orange, CA. Info 213/893-2583.

CANYON RACEWAY NIGHT MOTOCROSS
Canyon Raceway, Phoenix, AZ. 1½ mi. W of 99th Ave. & Carefree Hwy. All classes, 33% troph., 100% Pro p.b. Gate opens 4:30 p.m., prac. 6, race after prac. Watch $4, child under 12 $2, bike fee at gate $5 (deducted at sign up. Entry $10, Ex. $14. Info 602/934-5027 Bob Dean, 583-0575 Tom Timmons.

AMA D-37 SPEEDWAY & ST
Perris Raceway, Perris, CA. All classes. No pit pass fee. Class C trac. & silencer req'd. Gate 4 p.m., sign up 4:30, prac. 5:30, race 7. Entry $10 Sptsmn, second class $9; $15 250cc & Open Money. Gate fee: riders with unlimited bikes & adults $5; 6-12 $3; under-6 free. Lightweights M.C. Info 714/771-3809 (Jerry).

Oct. 23-24

CMC TRANS-CAL MX
Part of CMC Trans-Cal MX Series. Saddleback Park, Orange, CA. Frwy 55 to Chapman Ave exit, east 7 mi. to Santiago Canyon Rd, right to County Fire Station, left on rd past fire station. All classes except 60 & 100. Over $75,000 in series awards, products & money. $3,000 Pro purse/event, pd by moto. Sptsmn race Sat.; Pros, Vets, OTs and Mini Ex. race Sun. Gate 6 a.m., sign up 6-7:30, prac. 7, race 8. Mail entry $15 Sptsmn, $25 Pro. Post entry $20 Sptsmn, $35 Pro. Gate $5 Sat., $8 Sun. Mail entry to CMC, P.O. Box 1858, Costa Mesa, CA, 92626. Info 714/557-3323.

October 24

AMA CALIFORNIA DRAGS
Freemont, CA. Part of AMA National and Regional Series. Info 315/-735-1661.

AMA D—37 HARE & HOUND
15th Annual 100's Hare & Hound. Soggy Dry Lake Area, marked from Hwys 18 & 247, in Lucerne Valley, CA. All classes. Finisher pins. 1st loop laid out with Beg. in mind; 2nd loop more challenging. Beg. and Women Nov. go 1 loop. Start 9 a.m. Entry $15. Info 714/985-1567 (Jim--after 5).

OMRA OREGON DESERT RACE
13th Annual High Desert 100. 20 miles east of Bend, OR. Close to Hwy 20, follow signs. All classes. Finisher pins, 30% Am. troph., 50% Ex. troph., OMRA desert points. Spark arrestors and silencers req'd. Tough course. 2 loops, approx. 50 miles ea. Beg. go 1 loop. Rider's meeting 9:15 a.m., Ex. start 10, Am. start 10:30. Pre-entry $25, post $30, Beg. ½ price; OMRA memb. req'd for Oregon residents ($5). Mail entry and 2 SASE to: Cascade M.C., P.O. Box 11, Bend, OR, 97709. Pre-entry closes Oct. 15. Info: days, 503/382-3513 (Joe); eve.s 382-0061 (Denny), 382-3837 (Larry).

AMA D-36 ENDURO
Jackhammer Enduro. Fouts Springs, CA. Approx. 9 miles west of Stonyford, CA. All classes. Part of B & C Championship Series. New trails, approx. 90 miles. 750 riders max. Spark arrestor/-silencer and registration req'd. AMA & D-36 memb. req'd (avail. at race). Key time 7 a.m. Pre-entry $15, post $16; add $6 per 3-man team, no extra charge for parent/child team (child under 18). Write for entry form: Oakland Motorcycle Club, c/o Charlie & Cheryl Booth, 1004 Sandpoint Dr., Rodeo, CA, 94572. Info 415/799-4424 (entries), 533-2916 (course).

AMA D-38 ENDURO
4th Annual Horney Toad Enduro. Signal Mt. area, off Hwy 98, Imperial Valley, CA. All classes. Finisher pins and 20% troph. This is a family enduro. Start time 8:00. Pre-entry $13 1 loop, $17 two; add $3 for post entry. Mail entries close Oct. 19. Mail SASE for entry blank to: Bush-Eaters Motorcycle club, 1340 Groveland Terrace, El Cajon, CA, 92021. Info 714/275-1823, 463-8848.

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20, 2 mi. to CR 471, right 2 mi. & turn left. All classes. Troph. to fifth, $1005 Ex. purse (15 rider min./class), 100% p.b. if less than 15, U.S. Savings Bonds to Mini Ex. Camping, concessions. Gate 5 a.m., Nov. & Int. 8, prac. 8:30, race 10. Entry $5 gate, $8 Sptsmn, $20 Ex. Info 214/882-4215 (Bill Law).

AME CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126, park is on left. All Classes. Pro p.b., 30% Sptsmn troph. Gate 7 a.m., prac. 8, race 9. Entry $10 Sptsmn, $17 Pro ($15 to Pro p.b.); AME memb. ($20) req'd. American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 213/881-5778.

AMA D-27 OREGON MX
Roseburg, OR. I-5 to Clarks Branch exit, east 3½ miles. All classes. 200% Pro p.b., 33% troph. Protective gear req'd + matching helmet no. with 3 no. plates. Gate 8 a.m., prac. 8:30, race 10. Entry $7 + gate Sptsmn, $10 + gate Pro; gate $3 adult, $2 6-18, under-6 free. Info 503/673-1671.

AMA D-36 DEMELLO MX
Prairie City ORV Park, Sacramento, CA. Hwy 50 east from Sacramento, south on Prairie City Rd, right on White Rock Rd, 1 mi. to track entrance on left. All classes. 100% Pro p.b., extra big troph., free T-shirts to winners. D-36 rules. AMA & D-36 memb. req'd (avail. at track). Gate 6:30 a.m., prac. 7:30, race 9. Entry $15 Sptsmn, $15 + $5 Pros. Watch $5, under-12 $1. DeMello MX. Info 916/988-2208 (Vasco DeMello).

AMA D-36 NEVADA MX
Fernley Lion's Club Track, Fernley, NV. All classes. 30% Sptsmn troph., 100% Pro p.b. Race 6 of Nevada State Championship MX Series. Gate 6 a.m., sign up 6, prac. 8, race 9. Entry $4 gate, $10 Sptsmn, $15 Pro. Info 702/329-1323 (days), 575-2898 (eve.).

CALIFORNIA DE ANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 100% Pee Wee trophies. $6 gate plus entry $9. Pros $13, non-memb. adds $2. Memb. not req. Gates open 6 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open 7 days. Info 714/ 653-8068, 5840, 7979.

SUNRISE VALLEY MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All classes, 50% Mini/Vet trophies, 50% cash p.b. to Vet Ex. Free O/N parking. Gates open 7:30 a.m., race 9:30. Info 714/245-7339.

LAKE WHITNEY MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX on FM 2960 of Hwy. 22 W of Whitney. $1,170 guar. purse, brass thru 8th. Split race sched. Nov 9 a.m., Int/Ex. approx. 1:30 p.m. All classes. Camping $2 per vehicle, gate $4. Am. entry $8/Ex. $10. 713/482-7593, 817/694-2901.

OKLAHOMA MOTOCROSS
Motorcycle Raceways, Inc., Oklahoma City, OK. Btwn. I-40 & I-240, exit S. Douglas to S.E. 59th,turn E. All classes. Gates open 9 a.m., prac. 10:30, race 11:30 or 12. Info 405/681-9492 (Tommy Newman).

MARSHALL MOTOCROSS, TX
Marshall Cycle Park, rt on Marshall Creek Rd off Hwy 114 from Dallas, or take Hwy 35 to 114E to Marshall Creek Rd. Troph. to 6th, $900 Pro purse or 100% p.b. if less than 15 riders. Approved sil., 3 number plate and sign up before prac. req. Gate 5 a.m., (no O/N camp) split sched., Nov. prac 8 a.m., Ex. sign up 12 noon. Entry $10, $15 Pro. Marshall Creek Cycle Park. Info 214/270-3908.

AUSTIN MOTOSPORT RACEWAY MOTOCROSS
Take IH35 or Hwy. 290 to Austin, TX. U.S 183 S to Smith Rd. (S of Motorola plant) Take Howard Rd. for 1/2 mi. Watch for signs. All classes + 0-30, 0-40, Beg., ATV, Ody. 50% troph. thru 5th. 200% Ex. p.b. Concessions, free camping and fishing. Split sched., Nov./ATV/Ody sign up 7, prac. 8, race 9 a.m. Int/Ex sign up noon, race 1:30 p.m. Gate $5, under 8 free. Entry, ATV/Ody $5, Am. $10, Ex. $15. Info Rocky French 512/443-7627 or 327-5254.

JUNIPER MOTOCROSS
Juniper MX, McAlester, OK. Tulsa Turnpike (75) N on 69 (not Bus. 69). Exit 113 to E. All classes, trophies through 6th, 150% Ex. p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8, Ex. $15, gate $4. Info 918/426-4533 (McAlester Kawasaki).

OREGON MOTOCROSS
Mount View Raceways, Sandy, OR. 4 mi. SE of Sandy Hwy. 211 to Bornstedt Rd., rt on Rude Rd. to Mt. View. All classes, 30% troph., 100% PB to Pros. Gate 6:30, prac. 8, race 9:30. Entry $10, $15 Pro, watch & gate $4. AMA/Mt. View Raceway. Info 503/ 688-6990 (Jan).

CRC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. All classes. Cash p.b. to Pros, 30% brass to Sptsmn. 2 motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pros; CRC memb. req'd. California Racing Club. Info 213/830-7519.

October 30

AMA D-36 ARGYLL MX
Race 2 of Hi Point series. Argyll Park, on Hwy 113, 11 mi. south of Dixon, CA. All classes incl. Dinosaur. Troph., Bonus troph. and 100% Pro p.b. Concessions and Parts in the Pits. No pit bikes or dogs. Gate 6:30, prac. 7:30, race 9. Entry $15 Sptsmn, $15 plus 5 Pros. Watch $4, 6-12 $1. Info 916/678-3592, 678-9956.

AMA D-36 NIGHT ST
Monterey Fairgrounds, Hwy 1 to Casa Verde offramp, Monterey, CA. Semi Pro & Sptsmn classes, minibikes to 500cc. Part of 5 week series. 3-wheel exhibition. No rider insurance. Sign up 5 p.m., prac. 6, race 7:30. Entry $10 Sptsmn, $15 Semi Pro. Info 408/394-8225.

AMA D-37 COMBO-X
Ghost Riders Combo-X. Sunrise Valley MX Park. Adelanto, CA. On Hwy 395, 7 mi. north of Adelanto. All classes. Troph., finisher pins, prizes. O/N parking (gates close 10 p.m.). Gate 7 a.m., race 9. Info 714/245-7339, 246-6109.

PHOENIX NIGHT MOTOCROSS
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes, 33% troph., 100% Pro p.b. No pit riding. Gates open 4:30 p.m., prac. 6, race 7. Entry $10, $15 Pros. Admission $4, Under 12 $2. Phoenix Supercross Raceways, Inc./Roger Jones & John Ohanesian. Info 602/867-4769 (John).

Oct. 30-31

AMA NEVADA DRAGS
Las Vegas, NV. Part of AMA National and Regional Championship Series. Info 315/735-1661.

October 31

NEBRASKA MOTOCROSS
Fort Calhoun, NE. Off I-680 between I-80 and I-29, east of the Missouri river; take 48th St. exit and go 7 miles on Hwy 73 to Fort Calhoun. Prac. 8:30 and 9:30 a.m., race 10. Moto Sports Park. Info 402/571-2183, 895-6980 (race days).

CMC CALIFORNIA MX
Prairie City OHV Park, Sacramento, CA. Hwy 50 east to Prairie City Rd., go south, then right on White Rock Rd. and go one mile to track. All classes. 50% troph. to Vets and OTs, 30% Sptsmn; 100% Pro p.b. Super radical track. Gate 6:30 a.m., prac. 7:30, race 8:30. Entry $5 gate, $10 Sptsmn, $15 Pro. Star Promotions. Info 209/571-0122.

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. 2 long motos and cash for Pros; 2 motos and brass for Sptsmn. Entry $12 Sptsmn, $15 Pros; CRC memb. req'd. Gate 7 a.m., prac. 8, race 9:30. California Racing Club. Info 213/830-7519.

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20, 2 mi. to CR 471, right 2 mi. & turn left. All classes. Troph. to fifth, $1005 Ex. purse (15 rider min./class), 100% p.b. if less than 15, U.S. Savings Bonds to Mini Ex. Camping, concessions. Gate 5 a.m., Nov. & Int. 8, prac. 8:30, race 10. Entry $5 gate, $8 Sptsmn, $20 Ex. Info 214/882-4215 (Bill Law).

AMA D-36 FAMILY ENDURO
Trick or Treat family enduro. Info 707/538-3608 (eve).

ATA & AMA D-37 OBSERVED TRIAL
Little Rock Dam, near Pearblossom, CA. I-5 to 14, north to Pearblossom Hwy, east to Cheeseboro & south past dam to trials site. All ATA classes. Finisher pins and 20% troph. Helmets, green stickers, & spark arrestor req'd. Sign up 9 a.m., riders meeting 9:45, start 10. Entry $13, add $2 for non-ATA memb. Valley Observed Trial Enthusiasts. Info 213/679-0545 (Bob).

SCTK TEXAS MX
Denison, TX. Hwys 75 & 691, atop Breezy Hill, between Sherman & Denison. Classes: Open, Enduro/Playbike, 250cc, 125cc, Over 30, Beg. Mini, Mini Jr. and Mini Sr. Troph. to fifth. Must have helmet, 3 no. plates and protective footwear. Gate 7 a.m., sign up 7:30, prac. 8, riders meeting 9:30, race 10. Gate fee $3, entry $6. Sandy Creek Texoma Kawasaki. Info 214/892-3118 (days), 463-6049 (after 6 p.m.).

CMC CALIFORNIA MX
Race 1 of Ghost Rider Series. Sunrise Valley Cycle Park, Adelanto, CA. All classes. Troph. to Sptsmn, $120 min. Pro purse/moto (+ $1,000 overall, total 3 races), special prize Yamaha Vision. Info 714/245-7339, 246-6109.

SRA CALIFORNIA GP
SRA Black Cat GP. Indian Dunes Cycle Park, Valencia, CA. On Hwy 126, 2 mi. west of I-5. All classes. 20% troph., finisher pins. Vet-Sr & 0-80cc prac. & race in a.m. 81-Open prac. & race in p.m. Entry $12 mail, $15 post, non-memb. add $1. Info 714/828-1358.

CRC CALIFORNIA MX
Saddleback Park, Orange, CA. All classes. Cash p.b. to Pros, 30% brass to Sptsmn. 2 motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

CALIFORNIA DE ANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 100% Pee Wee trophies. $6 gate plus entry $9. Pros $13, non-memb. adds $2. Memb. not req. Gates open 6 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open 7 days. Info 714/ 653-8068, 5840, 7979.

OKLAHOMA CITY MOTOCROSS
Oklahoma City, OK. Intersection of I-35 & I-40, E-bound I-40 exit eastern, W-bound I-40 exit Reno. All classes, 6 trophies/class, 150% Ex, p.b. Gates opne 8 a.m., prac. 10, race noon. Entry $6, Ex. $10, gate $4. Info 405/732-0212 (Howard Musgrove).

OKLAHOMA MOORELAND MX
On Hwy 50, 7.3 miles north of Mooreland, OK. All classes. 150% Expert p.b., nice troph. One mile track over natural terrain. Birth certificate req'd for all Mini riders. Gate 8 a.m., prac 9:30, race 11. Entry $6 Sptsmn, $20 Ex, $4 watch. Country Moto Cross, Inc. Info 405/994-2533, 944-9345 (trackside).

Nov. 2-6

S.C.O.R.E. BAJA 1000
Pernod/S.C.O.R.E. Baja 1000. Ensenada to La Paz, Mexico. S.C.O.R.E. International, 31356 Via Colinas, Suite 111, Westlake Village, CA, 91362. Info 213/889-9216.

November 5

CALIFORNIA SWAP MEET
National Orange Showgrounds, I-15E to Orange Show Rd exit, San Bernardino, CA. Open 6-10 p.m. Free parking. 1000s of parts, access. & bikes. Sellers move in 1-4 p.m. 10x10 space $15, 10x15 and prime space $25, motorcyles for sale $10 ea. Intershows, P.O. Box 2910, Mission Viejo, CA, 92690. Info 714/498-6861, 498-2034 (24 hr).

Nov. 5-7

MOTORCYCLE DEALERNEWS MOTORCYCLE & ACCESSORY EXPO
Anaheim Convention Center, southern CA. The largest Motorcycle and Accessory Consumer Expo in the U.S. Over 100,000 sq. feet of exhibit space. Live bands, special demonstrations, drawings and season preview of '83 models. Open: Fri. 6-10 p.m.; Sat. noon-10 p.m.; Sun. noon-6 p.m. Entry $5, child-under-six free. Info 213/787-3497, 760-0169.

November 6

OREGON INDOOR NIGHT ST
Benton County Fairgrounds, 110 SW 53rd, Corvallis, OR. Sptsmn classes Mini-500, Pro 250 & 500. Class C tires (except mini), muffled & "non-smoker" bikes only. Sign up 6 p.m., prac. 7, race 8. Entry $6 Sptsmn, $12 Pro. Watch $3 adult, $2 6-18, under-6 free (with adult). Willamette Valley Cycle Club/ Trak-Tak Racing Specialties. Info 503/ 928-7205, 753-0566.

AMA D-36 ENDURO
36th Annual Cowbell Enduro. Lake Pillsbury, CA. All classes. Finisher pins. Campground at lake. 100 mi. course. Pre-entry $16, post $20, 3-man team $3 extra. Send SASE for entry form to: Hayward Motorcycle Club, c/o Walt Peterson, 729 Garin Ave, Hayward, CA, 94544. Info 415/489-8437 (Walt), 651-6413 (Dick).

AMA SUPERCROSS FINAL
Wrangler Supercross Series, Round 12, Miller High Life Supercross Final. Jack Murphy Stadium, San Diego, CA. For the first time, the track will go up into the stands, across the concorse under the scoreboard and catapult back down onto the field. Stadium Motorsports. Info 714/494-9484.

PHOENIX NIGHT MOTOCROSS
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes, 33% troph., 100% Pro p.b. No pit riding. Gates open 4:30 p.m., prac. 6, race 7. Entry $10, $15 Pros. Admission $4, Under 12 $2. Phoenix Supercross Raceways, Inc./Roger Jones & John Ohanesian. Info 602/867-4769 (John).

Nov. 6-7

AMA TEXAS DRAGS
Houston, TX. Part of AMA National and Regional Championship. Info 315/735-1661.

GWV CALIFORNIA MX
On Hwy 8 at Live Oak Springs Rd exit, 35 min. east of El Cajon, CA. All classes except Minis. 50% Pro p.b., 2 troph./Sptsmn class. Ridng all day Sat., free O/N camping. 1 mi. course. Pros 15 laps, Sptsmn 10. Sat: gate & tech. starts 8 a.m., prac. 9-6 p.m. Sun: prac. & qualifying 9-11 a.m., elim. noon to 6 p.m. Entry free to Sptsmn, $100 Pros. GWV Enterprises. Info 714/692-0552 (8-5), 275-5187 (recording).

ARRA CALIFORNIA RR
Willow Springs Raceway, CA. American Road Racing Association, 220 West Carrillo St., #3, Santa Barbara, CA, 93101. Info 805/966-5700.

November 7

ADRA ARIZONA DESERT RACE
8th Annual Vulture Mine 100. The Arizona Desert Racing Association, 1408 E. Granada Rd., Phoenix, AZ, 85006. Info 602/252-1900.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd. 11 miles. New track, O/N camping, concessions, new Beg. class. Entry $10, yearly memb. $15. Sign up closes 7:30 a.m. sharp. Info 714/286-3095 (Roy), 443-1610 (Bo).

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. 2 long motos and cash for Pros; 2 motos and brass for Sptsmn. Entry $12 Sptsmn, $15 Pros; CRC memb. req'd. Gate 7 a.m., prac. 8, race 9:30. California Racing Club. Info 213/830-7519.

AMA KANSAS MX
Coffeyville, KS. 2 miles east of Hwy 166/169 junct. All classes. 30 % p.b. on troph., 150% Ex p.b. 17-and-under need notarized permission from parent. 3 number plates, silencer and proper riding gear req'd. Prac. 9:30 a.m., race 12. Entry $8 Sptsmn, $15 Ex. Watch $3, kids 6-and-under free. Cherokee MX, Rt. 2, Box 235, Coffeyville, KS, 67337. Info 316/251-1116.

AME CALIFORNIA MX
Sprockets Park, Bakersfield, CA. All classes. Pro p.b., 30% Sptsmn troph. Free O/N camping. Gate 7 a.m., prac. 8, race 9. Entry $10 Sptsmn, $17 Pro; ($15 to Pro p.b.); AME memb. ($20) req'd. American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 213/881-5778.

AMA D-37 ENDURO
Bad Mountain enduro. Gorman, CA. All classes. 1st loop laid out with C rider in mind. Loop 2 is all new course in Hungry Valley. Entry: $17 C; $19 B; add $4 for post-entry; add $1 for 3-man team. Drawing Oct. 12. Mail SASE for entry form to Checkpoint Motorcycle Club, c/o Garner Palenske, 1649 "C" Via Mirada, Fullerton, CA, 92633. Info 213/943-6357 (Bob), 843-8478 (Ron), 691-4186 (Grant).

CMC CALIFORNIA MX
Race 2 of Ghost Rider Series. Sunrise Valley Cycle Park, Adelanto, CA. All classes. Troph. to Sptsmn, $120 min. Pro purse/moto (+ $1,000 overall, total 3 races), special prize Yamaha Vision. Info 714/245-7339, 246-6109.

SCTK TEXAS MX
Denison, TX. Hwys 75 & 691, atop Breezy Hill, between Sherman & Denison. Classes: Open, Enduro/Playbike, 250cc, 125cc, Over 30, Beg. Mini, Mini Jr. and Mini Sr. Troph. to fifth. Must have helmet, 3 no. plates and protective footwear. Gate 7 a.m., sign up 7:30, prac. 8, riders meeting 9:30, race 10. Gate fee $3, entry $6. Sandy Creek Texoma Kawasaki. Info 214/892-3118 (days), 463-6049 (after 6 p.m.).

CRC AMATEUR SUPERCROSS
Jack Murphy Stadium, San Diego, CA. All classes. 3 foot Sptsmn troph., $1,500 Pro purse. Ride the same course the Pros did Nov. 6. Limited entry, must qualify (one race does it). California Racing Club. Info 213/830-7519.

AMA D-36 HARE SCRAMBLES
Wilseyville Hare Scrambles. Schaad's Resort, Wilseyville CA. Limed from Jackson & Mokelumne Hill. All classes. Stickers, special finisher pins. Approx. 12 mi. of hills, water crossings & wide trails through the pines. Souvenir T-shirts & hats on sale at event. Am-Ex sign up 7-9 a.m., race 9-10:30. Vet-OT sign up 9-11, race 11-12:30. Nov sign up 11-1 p.m., race 1-2:30. Mail entry $18, post $23. Blue Mountain Timber Wolves M.C. Info 209/267-0011.

TULSA MOTOCROSS
Tulsa, OK. S of Tulsa Int'l. Raceway off Hwy. 169 N & N. 36th St. All classes, 33% trophies, 150% Ex. p.b. Gates open 8 a.m., prac. 9:30, race 11. Entry $8, Ex. 12, gate $4. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick McGhee).

AUSTIN MOTOSPORT RACEWAY MOTOCROSS
Take IH35 or Hwy. 290 to Austin, TX. U.S 183 S to Smith Rd. (S of Motorola plant) Take Howard Rd. for 1/2 mi. Watch for signs. All classes + 0-30, 0-40, Beg., ATV, Ody. 50% troph. thru 5th. 200% Ex. p.b. Concessions, free camping and fishing. Split sched., Nov./ATV/Ody sign up 7, prac. 8, race 9 a.m. Int/Ex sign up noon, race 1:30 p.m. Gate $5, under 8 free. Entry, ATV/Ody $5, Am. $10, Ex. $15. Info Rocky French 512/443-7627 or 327-5254.

CONROE MOTOCROSS
Conroe MX Park, Conroe, TX. 3 mi. S of town to San Jacinto River. 60-Open, trophies or gift certificates to 8th in Nov. classes. Concessions, showers, bathrooms. Split schedule: prac. 8 a.m., race 10, Int./Ex. race 1 p.m. Entry $8, Ex. $15, gate $4. Info 712/756-4114 (Conroe Suzuki), 273-2336 (track).

TEXAS MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. $705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

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300x21 $9.95

METZELER
400x18 $39.95
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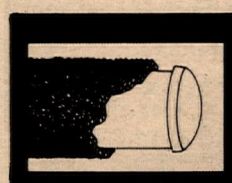

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RACING SYSTEM grips are easy on your hands. GRAB ON closed cell foam sleeves soak up vibration and provide a comfortable secure ride. The tough plastic cartridge withstands the rigors of racing. The best of both worlds put together in the great Racing System grip; as only GRAB ON knows how.

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October 6 - October 13

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(714)781-5849 Riverside, CA.

IMS

OKLAHOMA CITY MOTOCROSS
Oklahoma City, OK. Intersection of I-35 & I-40, E-bound I-40 exit eastern, W-bound I-40 exit Reno. All classes, 6 trophies/class, 150% Ex, p.b. Gates open 8 a.m., prac. 10, race noon. Entry $6, Ex. $10, gate $4. Info 405/732-0212 (Howard Musgrove).

CMC MOTOCROSS
Saddleback Park, Orange, CA. All classes. Gates open 7:30 a.m., sign up 8-9, prac. 8-9, race 9:30. Entry $10, Pros $15. Info 714/557-3323.

CALIFORNIA DE ANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 100% Pee Wee trophies. $6 gate plus entry $9. Pros $13, non-memb. adds $2. Memb. not req. Gates open 6 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open 7 days. Info 714/ 653-8068, 5840, 7979.

November 12

COLORADO SPEEDWAY
National Western Arena, Denver, CO. I-70 & Humboldt. Races begin 8 p.m. Ticket at Select-a-seat, Glen Plues M.C., Tickets 303/935-3559. Info 477-5457, 935-3559, 477-9322.

November 14

NEBRASKA SHORT TRACK
Fort Calhoun, NE. Off I-680 between I-80 and I-29, east of the Missouri river; take 48th St. exit and go 7 miles on Hwy 73 to Fort Calhoun. Banked 1/8 mile track. Race 1 p.m. Moto Sports Park. Info 402/556-1306, 391-0149 (race days).

CRC CALIFORNIA ENDURO
Iron Horse Family Enduro. Red Mountain, CA. All classes. 20% troph., super finisher pins. 3 loops, approx. 35 mi. C-16 yrs, Minis & Women B go 1 loop; Women A & C go 2; all others go 3. 8 a.m. start. Mail entry $18, post $21, non-memb. add $4. California Racing Club. Info 714/689-6114.

CRC CALIFORNIA MX
Saddleback Park, Orange, CA. All classes. Cash p.b. to Pros, 30% brass to Sptsmn. 2 motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20, 2 mi. to CR 471, right 2 mi. & turn left. All classes. Troph. to fifth, $1005 Ex. purse (15 rider min./class), 100% p.b. if less than 15, U.S. Savings Bonds to Mini Ex. Camping, concessions. Gate 5 a.m., Nov. & Int. 8, prac. 8:30, race 10. Entry $5 gate, $8 Sptsmn, $20 Ex. Info 214/882-4215 (Bill Law).

AME CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126, park is on left. All Classes. Pro p.b., 30% Sptsmn troph. Gate 7 a.m., prac. 8, race 9. Entry $10 Sptsmn, $17 Pro ($15 to Pro p.b.); AME memb. ($20) req'd. American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 213/ 881-5778.

AMA WASHINGTON S.I.R. MX
Seattle International Raceway, Kent, WA. All classes. Part of Northwest Challenge Series, $15,000 in cash & prizes, incl. some for Sptsmn! $3,000 Pro purse on Nov. 21 series finale. Sponsored by Wrangler, Pepsi, Scott, J B Racing, Rainer and Jim Pomeroy. Gate 7:30 a.m., prac. 9, race 10. Entry $9 Am., $14 Pro, gate fee Nov. 21 only. Info 206/631-1550 (Lynn).

AMA D-37 HARE & HOUND
Info 213/767-0667.

Road Runs

October 17

CALIFORNIA POKER RUN
Los Padres Poker Run. Templeton, CA. Frwy 101 25 mi. north of San Luis Obispo, Vineyard Dr. exit to Templeton Park. Troph. & participant pins. 60-75 mi., Santa Maria style BBQ & live entertainment after run. Register & start 9 a.m. to noon. Entry $8.50 (incl. BBQ). Central Coast Motorcycle Association. Info 805/541-1741 (Gary).

October 30

ROSAMOND SUZUKI ROAD RUN
Benefit for School Sports Program. Rosamond, CA. On Antelope Valley Frwy (14), 11 mi. north of Lancaster, 13 mi. south of Mojave. 50/50 drawing, prizes ea. check point. Starter patch & pin. Sponsored by Rosamond Sports Boosters & Coors. Start 6-10 a.m., Rosamond Suzuki, 2665 Diamond St., Rosamond CA. Entry $10 tax-deductable donation. Info 805/ 256-2679, 2045, 4266.

November 7

CALIFORNIA BRITISH ROAD RUN
Hansen Dam Park, off Frwy 210, near Pacoima, CA. If you wish to exhibit in Antique British Motorcycle display, contact Pat in advance. 75 mi. scenic desert & mountain course. Free soda & hotdogs at finish. Pins for all entrants. Start 9:30 a.m., finish 3 p.m. (approx.). No entry fee. Info 213/747-0800 (Pat, x212), 714/996-8200 (Gary).

November 14

SOUTHERN CALIFORNIA TURKEY RUN
Second Annual GWRRA Turkey Run. San Bernardino, CA. Troph. for concurrent bike show, pins, $7500 worth of door prizes; grand prize Honda ATC185. Secret route for 125 mi. Free coffee & donuts at sign up, Harrison Reno Honda, 208 E. Baseline, San Bernardino, CA. Sign up 8-10 a.m. Info 714/883-6653 (Les).

FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

WANT ADS

Help Wanted

Sales Reps Wanted
Large aftermarket accessory company has new openings for established sales reps. Excellent commission for aggressive hardworking reps. Call (714) 630-5474 or toll-free (800) 854-8052 (outside Calif.) (232/TFN/E)

Sales Reps Wanted
Aggressive M/C distributing company wants hard working sales reps. You must now be selling to M/C shops and want to add to your line. (800) 854-1060 or (714) 747-1058. (218/TFN)

Yamaha Parts Man
2 years experience. BELLFLOWER YAMAHA, Bellflower, CA. (213) 925-5097. (237/TFN)

Honda Service Manager/ Mechanic
Experienced service manager/mechanic considering relocating West. Seeking year round employment. Resume available upon request. Reply to: H.S. Roland, P.O. Box 487, Mt. Holly, NJ 08060. (609) 758-7957. (338/39)

Parts Person Wanted
Experienced Yamaha or Kawasaki parts person. Salary commensurate with experience. Call Jim Hayes at BEAUMONT YAMAHA/KAWASAKI, Beaumont, CA (714) 845-4819 or 845-4882. (239/40)

Harley-Davidson Mechanic
Experienced journeyman needed. Permanent position in busy So. Calif. shop. Send resume or call DALES MODERN CYCLE, 225 E. Baseline, San Bernardino, CA 92410. (714) 884-6464. (239/40)

Mechanic Wanted
Permanent position now open for experienced mechanic, Honda experience preferred. Call Ralph (714) 793-2833. (239)

Experienced Mechanic
Yamaha, Suzuki, Kawasaki, Honda. 2-3 years experience, complete machine shop. (213) 346-0472. (238/39)

Parts Manager
Experienced with track history. Salary plus commissions. Small town, great riding country, street and off road. Nice community to raise kids & wife/-husband. WRITE ONLY to Chris Hutchins, 55405 29 Palms Hwy., Yucca Valley, CA 92284. (238/41)

Business Opportunities

Northern Calif. Franchises
Yamaha, Suzuki, Briggs Stratton, Tecumseh, Poulan, Partner, motorcycles, snowmobiles, outboards, chain saws, generators. Good inventory, service center. Contact ALMAR REALTY (916) 257-2090. (138/39)

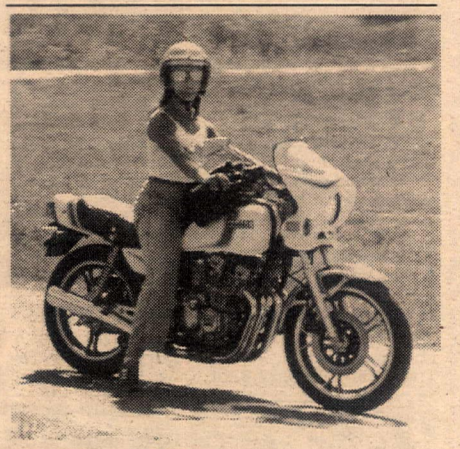
Speedway Race Promotions
Partner wanted, $10,000 required. (714) 840-4766. (139)

Central Oregon Dealership
Motorcycles, snowmobiles, generators. Excellent opportunity for future growth in year around recreation area. Priced to sell — trades considered. (503) 382-3056 eves. (139/44)

1972 NORTON 750, LOW MILES, great condition. Make offer. Must sell. Keep trying if no answer. (801) 649-9006. (139/40)

Affordable Motorhome
Motorhome carries two motorcycles. 1949 GMC one-ton van converted. Runs great, nice inside. Needs minor bodywork, paint. $2500. Brian (714) 646-4524. (139/40)

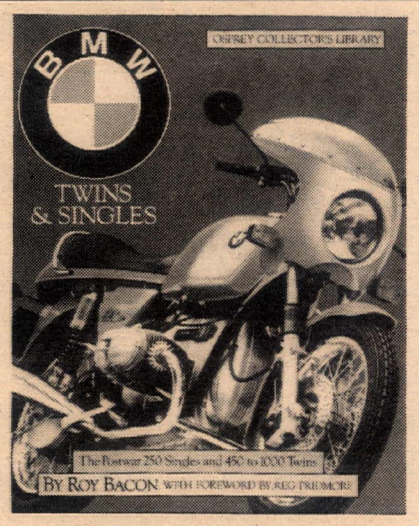
'79 YZ250F Dirttracker
Champion frame, ST, TT, HM, many extras, only raced one season. Good novice bike, $1500 firm. (Eves) (206) 643-9019. (139/40)



'81 Seca 550
Completely stock Yamaha 550 sport bike. $1,995. Jim & Jim's, Inc. (707) 996-7027. (539/42)

Yamaha 1100 Fuel Dragster
Laydown chassis funnybike, 90 inch W.B. Mitchell wheels, Kosman brakes, Crowerglide clutch, Aviad oil pump, N_2O system. Spare engine, rear wheel, lots of parts, gaskets, etc. Needs trans and injectors. $11,000 invested, must sell! Asking $5,000 or best offer. Pat Miller (713) 680-9778. (339/42E)

Evel Knievel Fan
Would like to buy posters, photographs, magazine articles, collections. Cash money paid. (504) 872-0942. (139E)

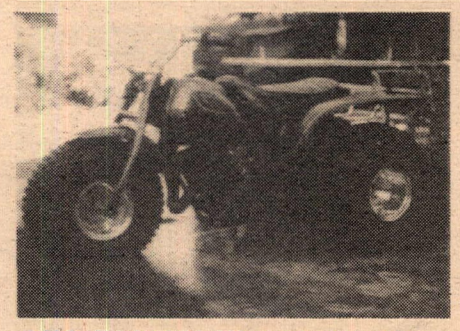


BMW TWINS & SINGLES by Roy Bacon — a development and production history with useful appendices, $19.95. ROYAL ENFIELD POST-WAR MODELS by Roy Bacon — includes Indian machines, too, $19.95. TRIUMPH TWINS & TRIPLES by Roy Bacon, $19.95. VINCENT VEE TWINS by Roy Harper, $19.95. Add $1 per volume postage. MOTORSPORT, 6115 Gravois, St. Louis, MO 63116. (314) 481-7983. (139E)

'82 Honda CR 250R
Ridden only 2 months, extras, need cash now! Must sell quickly, asking $1295. Work (714) 558-8651, home (714) 993-4340. (139)

Ultimate Formula I Equipment
RGB Suzuki 500cc, one race, spares kit plus, $18,000. Mark 6 Suzuki, ex-Franco Unicini, spares, extra wheels and brakes, $9,000. TZ500 Yamaha rolling chassis, will sell complete ($1,500) or parts. Marzocchi RR forks, new, 38mm, adjustable damp. Gina Bovaird, (401) 245-7234. (139/40E)

'79 Maico 440
Simons forks, Ohlins shocks, new piston and rings, new tires, new muffler, Bulletproof wheel, $650/ offer. (213) 368-9702. (139)



ATC RM 370 Three Wheeler
Designed for racing. Aluminum frame, wheels, wheely bar, 38mm Mikuni, custom paint, stripes, seat and pipe. Clocked at 75 MPH. In perfect condition, $3200 invested, sacrifice for $1600. Call (209) 584-3949, Hanford, CA. (139)

1981 Suzuki RM125 $750
(714) 673-6616. (336/39)

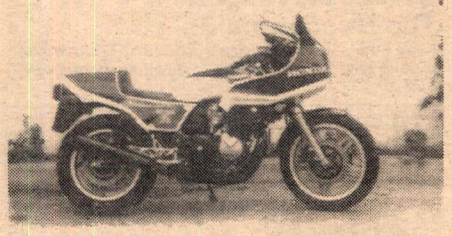
'81 Honda CB1100R
Used, 115 horsepower, $7,500. (305) 434-4146. (339E)

KTM and Trailer
1976 KTM 400, reed valve, Lectron carb, gas Curnutts, reinforced swingarm, matched and ported, new tires, VDO, extras. Three rail trailer and two cases synthetic oil. Injury forces sale. All for $800. (714) 870-4436. (339)

RACER'S T-SHIRTS #1: S, M, L, XL. $7.50. Free catalogs. T-SHIRT COUNTRY, Box 826, Hewitt, NJ 07421. (139E)

CBX 550F Honda
81, 1500 miles. Perfect condition, $3,000. (305) 434-4146. (339E)

Yamaha TZ250H
Excellent condition, never down. Will sell stock condition or with extras. Contact Mike Elmore (812) 479-6881, ext. 255, days. (339/40E)

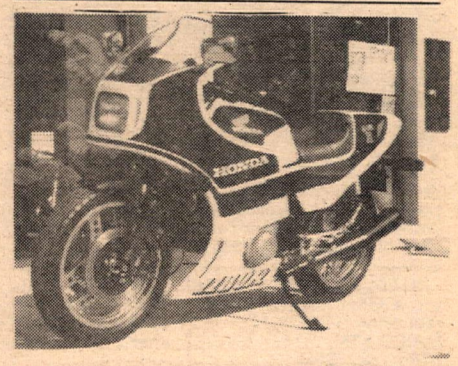


HONDA CB1100R, DOT legal, 2600km. $7000. (213) 208-0527. (139)

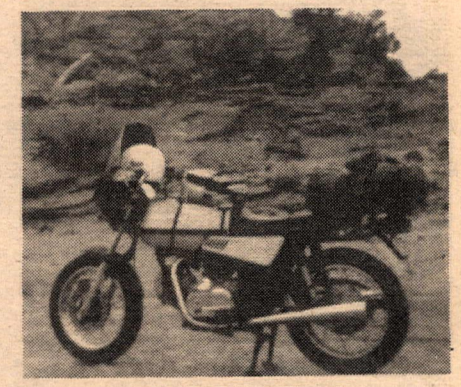
Weslake Spdway Direct From UK
Full factory engine and best of all products, spares too many to list. Contact Ron Preston for the once-in-a-life deal. Selling all bikes and parts. (714) 270-6450 or (714) 638-5951. (139/40E)

Attn. Rd, Z1R, GS & Honda Owners
Special year-end sale on high performance alloy EPM wheel kits at remarkable savings. Brand new race-proven EPM wheels in wide competition widths will enhance your bike's handling and appearance. Call for availability and prices. You'll be pleasantly surprised! Call: East: D.E. MACHINA, LTD. (212) 499-4416; West: MATZINGER RACING (714) 755-2939. (239/TFN/EOI)

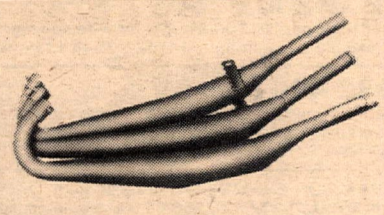
Studio Photography
If you need subjects photographed for press releases, advertising or brochures — we can do it! Machined parts, saddlebags, engine kits, etc. ANYTHING & EVERYTHING. Color & Black & White. Reasonably priced. MIKE KLINGER PHOTOGRAPHY (714) 894-3638. (211/TFN)



1982 Honda CB1100RC
DOT approved, street licensed. This is the FASTEST street bike ON EARTH! $6495 plus either CR480R or TZ250 E or F. Call for more info and details. Scott Wilcox (503) 935-1775. (139)

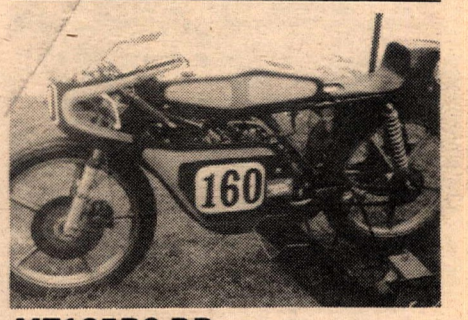


'75 Ducati Sell or Trade
For approx. $1200 or a clean XR, IT, KDX, DR, etc. (602) 465-9511. (139)



Kawasaki Triple Expansion Chambers
Available for all Kawasaki triples. Muffled street, unmuffled race or muffled & unmuffled kits. Contact WIRGES CREATIVE PERFORMANCE, Box 408, Rt. 2, Princeton, IL 61356. (815) 875-3354. 107/10E)

Monocross Maintenance Tips
Are you getting full, consistent performance from your Yamaha Link 5 suspension? Send $2 and SASE to: MXR, Box 264, Clawson, MI 48017. (139E)



MT125R2 RR
2nd fastest in the Midwest. Watercooled, rear disc, Campagnola wheels, different glass. Many trick iems, spares. $1,950. (414) 332-3976. (339/40E)

TZ250G Parts New
All below dealer cost. Outer roller bearings $15, nett cylinder head o-rings $3,10, small o-rings $2, engine case with gear shift mechanism and all studs, $210. Call Richard King, days, (704) 334-6816. (138/39E)

1981 CR450R Honda
White Bros. shock, new rear Metzeler, excellent condition, must sell. $1000 or best offer. (714) 524-1654. (138/39)

TR3-R5-RD350A Parts-Dragbike
Cranks, pipes, jugs, heads, ignition parts, seats, frame, swingarm, much more. Call or write Gerry Stephan, 13284 C.R. 60, Upper Sandusky, OH 43351. (419) 294-4755. (138/40E)

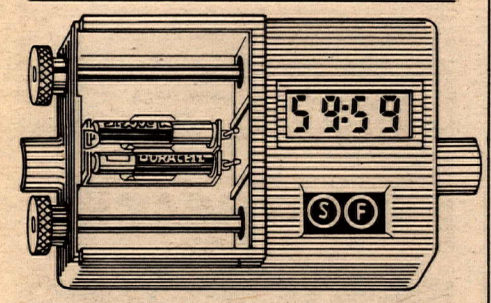
1982 Maico 490 Alpha I
Metzeler's, Terry cables, all the latest carb and suspension mods. Like new, $1695. (213) 894-3549. (138/40)

'81 Maico 440
Special Edition Magnum, Wheelsmith pipe & fork mods, Pro Circuit built Ohlins, Vets bike, $1300 OBO. (714) 897-5143 after 5:00 p.m. (438/39)

1980 Viper YZ80
Very fast, district champion three years. Lots of extras, cylinder, sprockets, forks. Right hand shift, WKR engine, excellent condition, $1,000 or best offer. (217) 835-2364. (337/39E)

NEED 14% MORE SHAFT SIZE: Exchange Husqvarna 35mm forks for 40mm, $399 complete. Ohlin rebuilding. FREEDOM HUSQVARNA KAWASAKI MAICO KTM, (816) 429-1232; after 6, (816)765-5785. (237/39E)

1982 CR250R
Choice condition, Richter silencer, 6 months new. Call after 7 p.m. (213) 320-7040 or 545-8940. (239)



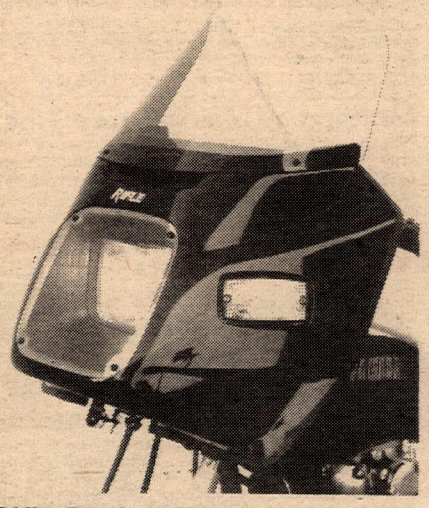
THE COMBO $119.95, clock only $109.95. Colored Roll Chart Holders $19.95. Shipping included. COUNT DOWN, 22102 Covello, Canoga Park, CA 91303. (213) 348-8381. (235/TFN/E)

HODAKA: Lower end connecting rod repaired with new bearings. Phone (216) 376-2537. (334/41/EOI)

'82 XR200 $950
Brand new, paid $1200, bought for wife, too big for her, excellent condition. (714) 622-2516. (339/40)

1982 490 Maico
Practically new, must see! Lots of extras, professionally maintained. SACRIFICE! $1725. (213) 426-9732 days; (213) 784-1075 nights. (139)

CHAMPION FRAME FLAT tracker with '74 YZ motor $750. '74 TZ R.R. 250 $1100, some spares. $1750 for both. Call (916) 367-2579. (336/39)

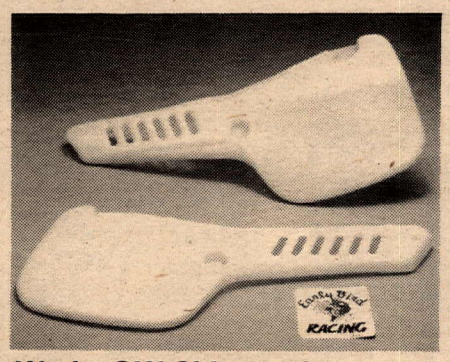


Rifle Dealers Wanted
Our lightweight, wind cheating, easy mounting Rifle fairing fits all the new hard to fit bikes, like Sabre, Vision, Seca etc. $186. retail. Contact Brenda at RIFLE, 767 Francis, San Luis Obispo, CA 93401. (805) 544-0414. (223/38)

Piano Players
and keyboard musicians. We invite you to register your skills and services into a North American Data Bank. This new service, for keyboard artists exclusively, will open a market for your music talent. For more info and a questionnaire, write to PIANO PLAYERS (R), 3420 Drummond St. 3, Montreal, Canada H3G 1 Y1. (536/TNF)

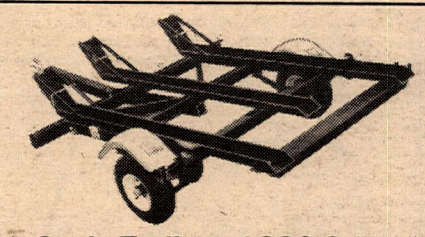
Kids Bikes
(2) '79 Honda XR80, $400 each. (1) '75 Honda XR75 $300. Many extras, trade for Yamaha YZ125, 1981 or 1982. (714) 637-3154. (138/39)

CRC MEMBERS
10% off our already low prices when you present this ad and your CRC card. BC CYCLE SUPPLY (714) 891-5286. (238)



Werks OW Sidepanels
White polyethylene, factory fit. Available for YZ80J — $21.95. YZ125-490J — $32.95. RM125—465 — $32.95. Include $2.00 shipping, Calif. residents 6% tax, L.A. county 6½% tax. EARLY BIRD RACING USA, P.O. Box 8157, Rowland Hts., CA 91748. (213) 912-3289. Dealer inquiries invited. (239E)

One Of A Kind
750 Yamaha built by Harry Lillie. Ridden by Scott Pearson, 2 time winner Peoria, 2 time winner Boise. Perfect condition, all custom. Call for info. Also 750 Triumph, extras, $1500. (503) 476-7384. (138/39)



★ Cycle Trailer...$299 & Up ★
1, 2, 3 & 4 Rail Major Brands! 4 & 5 rail custom. Small or large wheels. Also vehicle & utility trailers & hitches installed, M.S.C. (213) 767-1757. (205/EOI/TFN)

LARGEST SUPPLY OF MOTORCYCLE accessories and Kawasaki parts. Fast delivery anywhere! (213) 848-6627. (239/42)

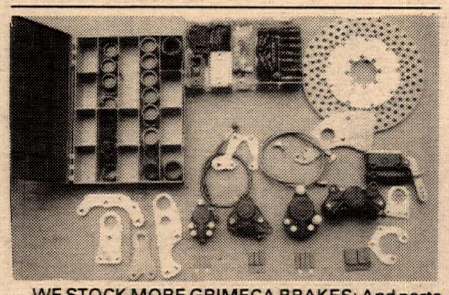
MINT 1980 KDX400, 250 miles, six months old, extras, $599. (714) 768-3609. (139)

1981 Suzuki GS750 w/sidecar
Excellent condition! Rarely used, $2595. (714) 488-2550. (139)

Swede Revenge: The Husqvarna Sale
New bike sales policy from BILL SALTZMAN M/C means best values ever on 1982 Husqvarnas. (213) 337-6811. (137/39)

'79 RM 80
Good condition, alum. swingarm, S&W shocks, R&D ported cylinder, modified frame, $400. (714) 488-2550. (139)

'82 RM 250
Excellent condition, R&D ported cylinder, $1395. (714) 488-2550. (139)



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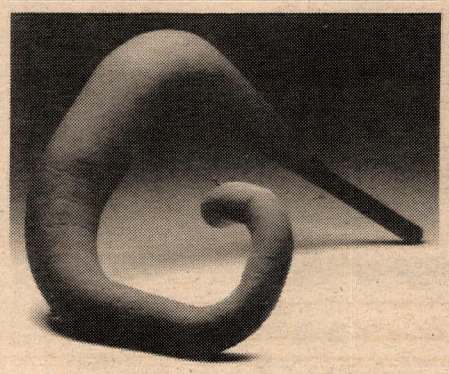

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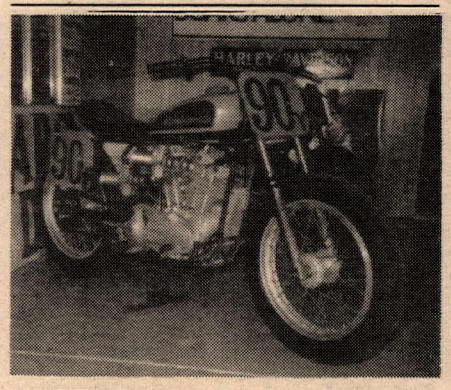

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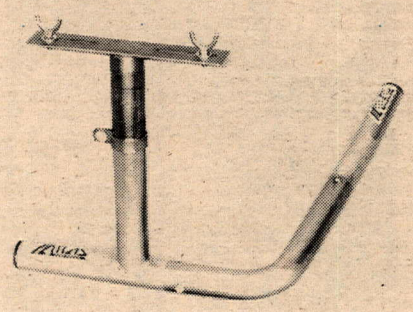

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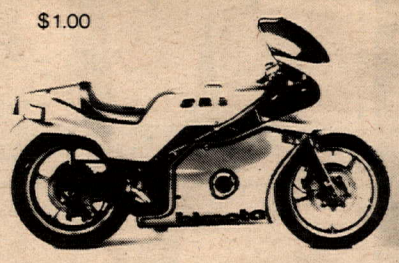

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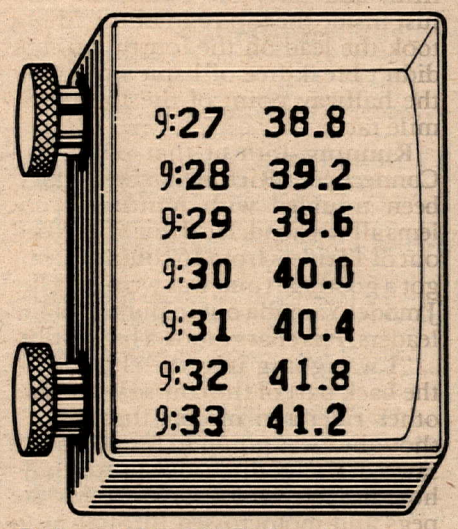

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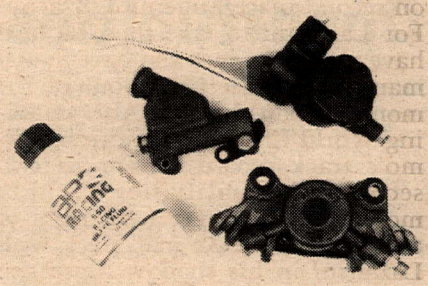

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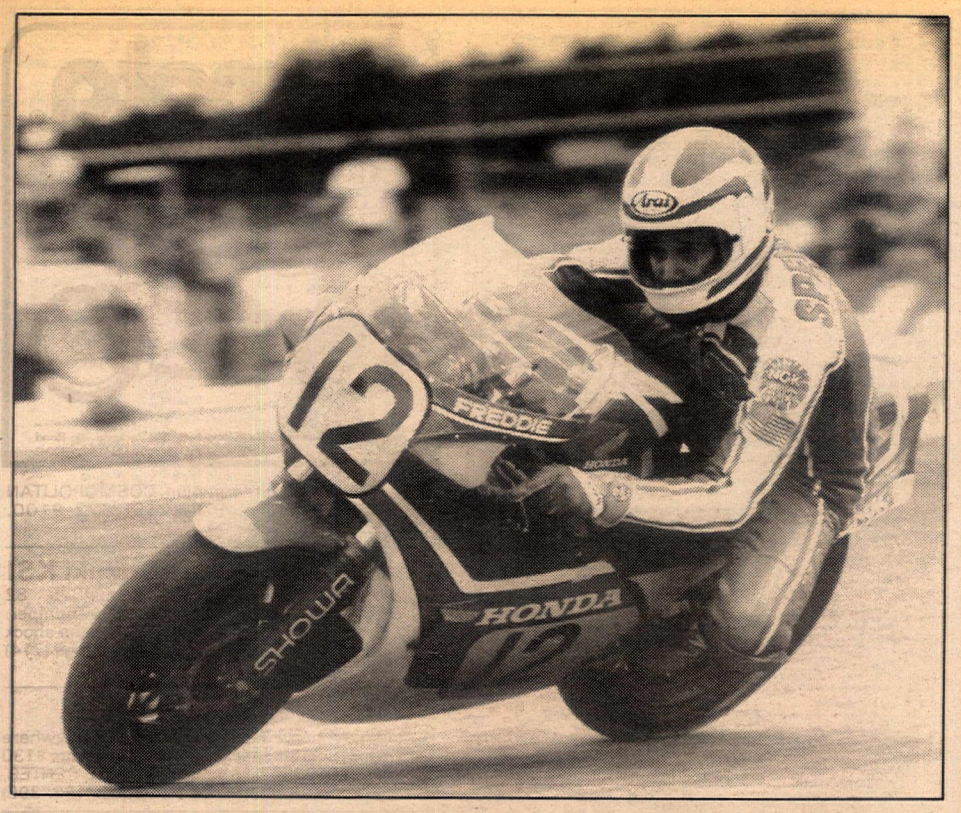


Freddie Spencer led most of the race, only to tangle with Uncini.

(Continued from page 22)

race was a five man fight with Thierry Espie leading Mang, Paolo Ferretti, Christian Estrosi and Roland Freymond.

For Mang to take the title he had to win with Tournadre no better than fifth, and early on Tournadre was just inside the top 10 in ninth. Mang took the lead on the fourth lap, but didn't break free of Espie until past the halfway point of the 15 lap, 61 mile race.

Running 15th at that point was Connecticut's Rich Schlachter, who'd been troubled with ignition problems all weekend. He'd qualified 32nd out of 42 riders from 16 countries, but got a good start and was wringing his J model Yamaha out in pursuit of the leaders. His charge took a big detour.

"I was going into the chicane on the back part of the course when this other rider ran me off the track. I thought I was going to lose it, then I saw a drainage ditch and didn't know how deep it was. I stood up on the pegs and motocrossed through it to keep going," said Schlachter. He lost the draft to Frenchman Jean-Francois Balde, who he'd been following, and finished 17th, his ignition problems never cured.

Mang was building a cushion over second placed Ferretti, but Tournadre had moved into fourth as part of a five-man swap meet. West German Manfred Herweh gave the crowd a burst of hope when he forged to the front of the quintet, theoretically giving Mang the cushion he needed for the title. Kawasaki's Mang won by 8.43 seconds over Ferretti and another 12 seconds on Espie. Tournadre was fourth, giving him his first world title.

50cc GP

In the 50cc class title aspirant Stefan Doerflinger held a 15 point lead on second place Eugenio Lazzarini. For Lazzarini to take the title he'd have to win the race and have Swissman Doerflinger finish out of the money. It didn't happen. After smashing World Champion Ricardo Tormo's track record by almost two seconds in qualifying, Kreidler mounted Doerflinger went right to the front of the 32 man pack with Lazzarini in his shadow. Lazzarini soon got by and held off Doerflinger to win by 1.7 seconds. Doerflinger took his first ever World Title and the rider he took it from, Ricardo Tormo, finished fourth behind third place Claudio Lusuardi. It was the last 50cc race ever, with the engines being enlarged to 80cc next year.

Sidecars

The sidecars (Seitenwagen) gave the crowd of 100,000 plus, more than their Deutsche marks' worth with a spectacular display of slipping and sliding in a downpour. The homegrown Schwarzel/Huber team had a grip on the title, but reigning champs Biland and Waltisperg needed a win and 10th or worse by the leading Germans to retain their title.

They fulfilled half the requirements by winning the race, but their Krauser Racing teammates, Schwarzel and Huber, took sixth, and with it the title.

With most of the other riders unsigned, an unexpected increase in factory involvement in the 250cc class, and the elimination of the 350s, it could make for a very interesting prelude to an even more interesting 1983 season. •

Results

500cc: 1. Randy Mamola (Suz); 2. Virginio Ferrari (Suz); 3. Loris Reggiani (Suz); 4. Takazume Katayama (Hon); 5. Marco Lucchinelli (Hon); 6. Marc Fontan (Yam); 7. Boet Van Dulmen (Suz); 8. Sergio Pellandini (Suz); 9. Philippe Coulon (Suz); 10. Jon Ekerold (Cav).

350cc: 1. M. Herweh (Yam); 2. A. Mang (Kaw); 3. E. Saul (Che); 4. W. Von Muralt (Yam); 5. A. North (Yam); 6. P. Nurmi (Yam); 7. J. Cornu (Yam); 8. R. Sibille (Yam); 9. J.F. Balde (Kaw); 10. DR. F. Kaserer (Yam).

250cc: 1. A. Mang; 2. P. Ferretti (MBA); 3. T. Espie (Per); 4. J.L. Tournadre (Yam); 5. P. Fernandez (Bim); 6. C. Estrosi (Per); 7. M. Herweh (Yam); 8. R. Freymond (MBA); 9. M. Schouten (MBA); 10. J.L. Guignabodet (Kaw).

50cc: 1. E. Lazzarini (Gar); 2. S. Doerflinger (Kre); 3. C. Lusuardi (Vil); 4. R. Tormo (Bul); 5. H. Klein (Mas); 6. G. Bauer (Kre); 7. G. Looijesteijn (Kre); 8. R. Scheidhauer (Kre); 9. P. Verbic (Uni); 10. I. Emmerich (Kre).

SIDECAR: 1. R. Biland/K. Waltisberg (LCR); 2. E. Streuer/B. Schnieders (LCR); 3. D. Jones/B. Avres (LCR); 4. A. Michel/M. Burkhard (Yam); 5. T. Ireson/D. Williams (Yam).

WORLD CHAMPIONSHIP ROAD RACE SERIES FINAL POINT STANDINGS

500cc: 1. Franco Uncini (103); 2. Graeme Crosby (76); 3. Freddie Spencer (72); 4. (TIE) Kenny Roberts/Barry Sheene (68); 6. Randy Mamola (65); 7. Takazumi Katayama (48); 8. Marco Lucchinelli (43); 9. Kork Ballington (31); 10. Marc Fontan (29).

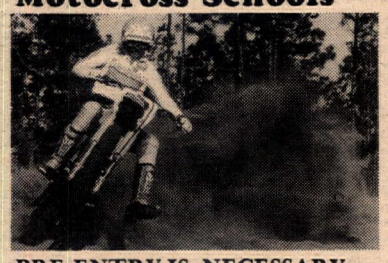
350cc: 1. Anton Mang (81); 2. Didier de Radigues (64); 3. Jean-Francoise Balde (59); 4. Eric Saul (52); 5. Carlos Lavado (36); 6. (TIE) Alan North/Jacques Cornu (31); 8. Christian Sarron (28); 9. Patrick Fernandez (21); 10. Gustav Reiner (19).

250cc: 1. Jean-Louis Tournadre (118); 2. Anton Mang (117); 3. Roland Freymond (72); 4. Martin Wimmer (48); 5. Carlos Lavado (39); 6. Didier de Radigues (38); 7. Paolo Ferretti (34); 8. Jean-Louis Guignabodet ((30); 9. Jeff Sayle (27); 10. Christian Sarron (26).

50cc: 1. Stefan Doerflinger (81); 2. Eugenio Lazzarini (69); 3. Claudio Lusuardi (43); 4. Ricardo Tormo (40); 5. Guiseppe Ascareggi (38); 6. Hans Hummel (19); 7. Theo Timmer (15); 8. Marco de Lorenzi (14); 9. Hans Spaan (12); 10. (TIE) Hagen Klein/Jorge Martinez/Reiner Scheidhauer (10).

SIDECAR: 1. Schwarzel/Huber (86); 2. Biland/-Waltisperg (82½); 3. Michel/Burkhard (68); 4. Streuer/Schnieders (47½); 5. Taylor/Johansson (33); 6. Jones/Ayres (29); 7. Thomas/Fresc/Greffet (28); 8. Kumano/Takashima (23); 9. (TIE) Steinhausen/Hahn/Ireson/Williams (20).

Gary Bailey Motocross Schools



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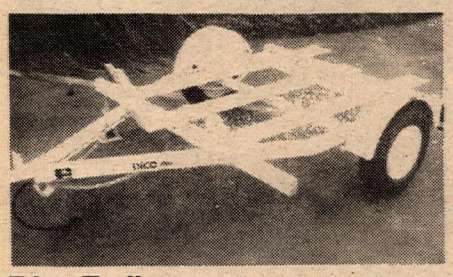

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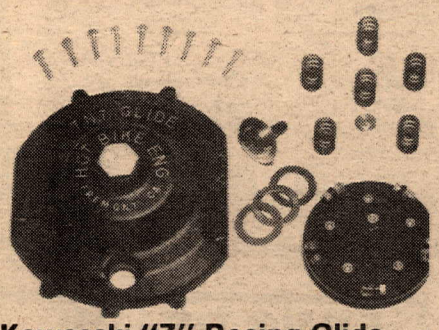

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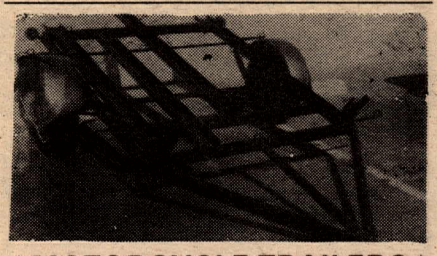

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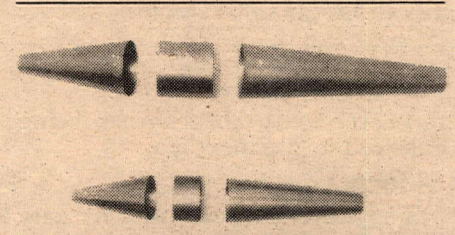

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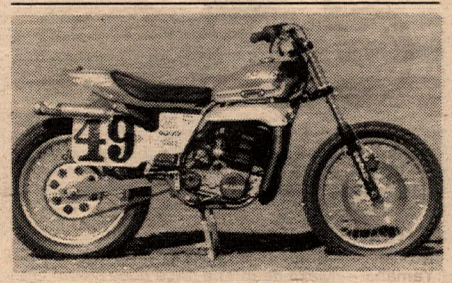
Need to trade street bike for dirt bike. Need cash to fix my truck for Christmas. Prefer XR Honda, any displacement or Suzuki DR 400. Consider other 4-stroke or newer 2-stroke MX & Enduro bikes. My street bike, 750/4 Suzuki has fresh motor, tires, battery. Looks & rides xlnt. Looks stock, but detailed. Needs speedo & cables to be showroom. Call evenings and keep trying. Karel (213) 493-4636. (538/41)



4th at Houston T.T. National
210 lbs./58 H.P. 490 Knight — Maico. Proven 1982 National T.T. and Half-Mile Junior Main Event bike. Call for photos, race results, dynocharts, spares list. $4500. (714) 635-6549. (137/39E)

HUSQVARNA 1978 390-OR, EXCELLENT CONDITION. Used for occasional Baja trips, $750 OBO. Husky 400, good condition, $400 or trade for items of similar value. Moped, will trade for Schwinn 5-speed Cruiser. (714) 960-4486. (138/39)

1980 Chevrolet Box Van
Kolbe Cycle Team van ready to go racing with all the trick goodies. Honda 2500 watt generator, 110/120 volt compressor, parts washing tank, cabinets, work bench, pressurized water tank, sleeping compartment, Michelin tires, 6000 miles on brand new 350 motor. Go racing 1st class. $10,000 OBO. Contact Bill McLean at KOLBE CYCLE SALES, 7514 Reseda Blvd., Reseda, CA 91335. (213) 345-7616. (218/TFN)

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COMMERCIAL AND HELP WANTED
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The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL upon proper presentation. I promise to pay such total together with any other charges due thereon subject to and accordance with the agreement governing the use of such card.

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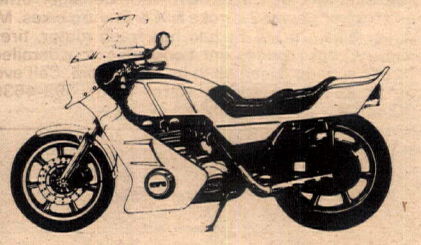
Cycle News cannot be responsible for illegible phone numbers. Area Code/Phone No.

Wanted: Photos or Movies '77 Hang Town Race
Call Dick Freedman (213) 739-1793. (139/40)

Complete Stock '79 XR500 Motor
$1000/OBO. (2130 862-5263. (439)



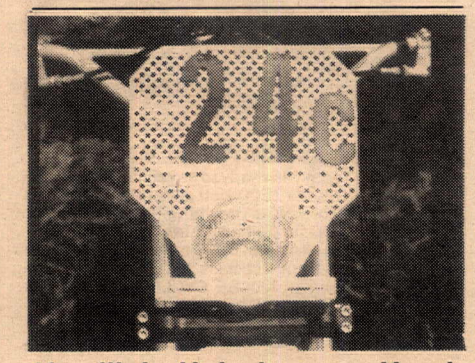
FULL RACE STREET FAIRINGS with detachable lowers, $475. Exotic Monoque bodies, 6.5 gal., $475. DON ONE DESIGN, 662-B Mt. Hermon Rd., Scotts Valley, CA 95066. (408) 438-1311. (139/40)

What's Wrong?!!!
No calls on my perfect, brand new, 1981 SR500 Yamaha — Make deal! The price goes down! Only $1500!!! Call Now! (213) 355-1806. (139)

**** 1982 Maico 250 Alpha I ****
Perfect condition, Works suspension, two shocks, new ported cylinder, Wheelsmith pipe, plus many more extras and spares. Moving, must sell, $1500. (213) 255-8171. (139/40)

1982 HONDA 480, OHLIN SHOCK, Answer silencer, excellent condition, $1400 or best offer. (714) 493-7758 after 6 p.m. (139/41)

'82 Yamaha YZ 490 never raced
Extras included, asking $1375. (805) 642-5863 weekends/weeknights, or (805) 653-2500 Ext. 2802 weekdays. (339/40)



Headlight Holeshots are Here!
Preston Petty's Headlight Holeshot Number Plate has zillions of holes in front, uses 5" numbers and letters, and has a super durable headlight and lexan lens cover. they fit almost every off-road bike, and are available from your dealer for $36.00. Removable Numbers (and letters) are $1.95 apiece — and they never wear out! See your dealer now — get your Headlight Holeshot in time for the fall enduros! (239/42E)

1980 Kawasaki KDX 250
Immaculate condition, Works Performance shocks, extras, $900 OBO. Call Dave (714) 544-1922 days; (714) 532-3895 nights. (139)

BMW R80 G/S
Purchased new 8/82, metallic blue paint, tank cover, financial problems force sale. Call after 6 p.m. (916) 877-5682. (139/40)

'81 RM 465, '81 YZ250
RM has boost bottle, Twin-Air, Answer bars, new Metzeler rear, K139 front. Suspension revalved by Staten. Many spare parts and extras. Fast, ready to race. $1200. YZ has DG porting and revalved suspension by Staten. Handles and runs great! $950. (714) 688-1296. (339/40)

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with any $10 purchase. Guaranteed Wednesday delivery. BC CYCLE SUPPLY (714) 891-5286. (239/TFN)

YOKOHAMA 300/21 KNOBBIES $13.95
with this ad only while supplies last. (239/TFN)

MOTO III $92
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DUNLOP STREET ELITES
Latest compound from Dunlop. In-stock at BC CYCLE SUPPLY (714) 891-5286. (239/TFN)

'81 450R Honda $795
Excellent condition. See at Honda Santa Barbara. (805) 965-2160. (339/40)

Wanted '81 RM 465 Motor
Any condition, good trans. (213) 285-6084. (139)

Wanted 125cc Racer
Boy is moving up from Minis, must be good handling. Please, no junk (have cash). Days (916) 663-2055; eves. (916) 652-5116. (139/40)

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New tires, battery, lift bars, sway control, interior. Three bikes inside. Good deal at $2200. 750 Hondamatic, under 4 km, Windjammer, 1977, just like new at $1650. (209) 951-5848. (139)

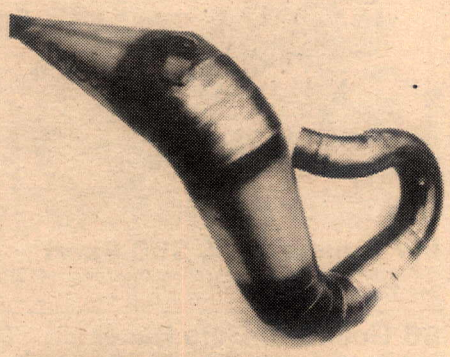
Bultaco Motors
Bultaco parts shipped COD. (713) 266-0255. (139/50)

1981 Suzuki PE175 $650
Outstanding value, excellent condition, all stock. Only ridden 5 times. Days (714) 879-5340 Ext. 239; eves. after 6 p.m. (714) 871-0121. (339/40)

'81 XR500R Pro Link
38mm Mikuni, Super Trapp & pipe, Metzeler front, new rear tire, Sunline levers, gold bars, sharp! $1400. (714) 987-7959. (339)

'82 Honda CB1100RC
Featured in Oct. 1982 Motorcyclist magazine. Best offer. (201) 666-8194. (339/40E)

XR 750's
1 — National San Jose Expert Main eventer, '81 & '82, 12th fastest time, best of everything, race ready. 1 — 1980 San Jose qualifier, apart. 1 — 1972, apart, extras. (408) 356-4820. (339/40)

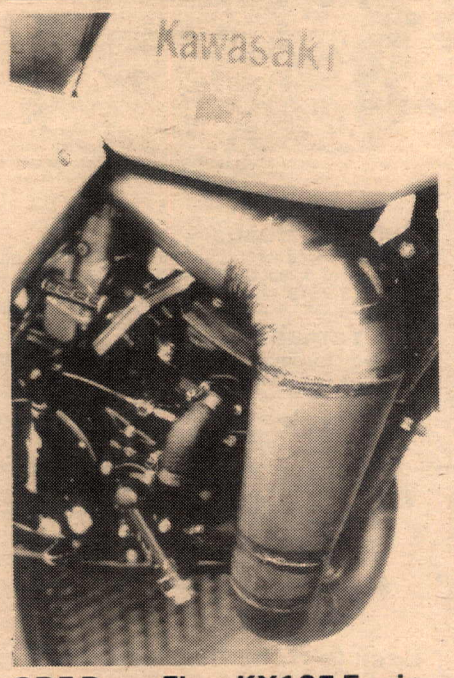


RM250Z Rocket Pipe
Hand formed "Works" style pipe, like the Suzuki Supercross bikes. Routed 2" higher, increases power and durability over any stock or stamped pipe on the market today. Reed kits, airboxes, fork kits and dyno flow porting also available. CROTCH ROCKET FACTORY (805) 683-1426. RM125 engine tricks also in stock. (239/40E)

'81 Husqvarna 420 CR
Maintained and raced by Husky mechanic. Asch pipe, Mossbarger reed, Pro Circuit air box, and many new parts. $995. Randy Lewis, work (805) 324-6266; nights 871-0276. (439)

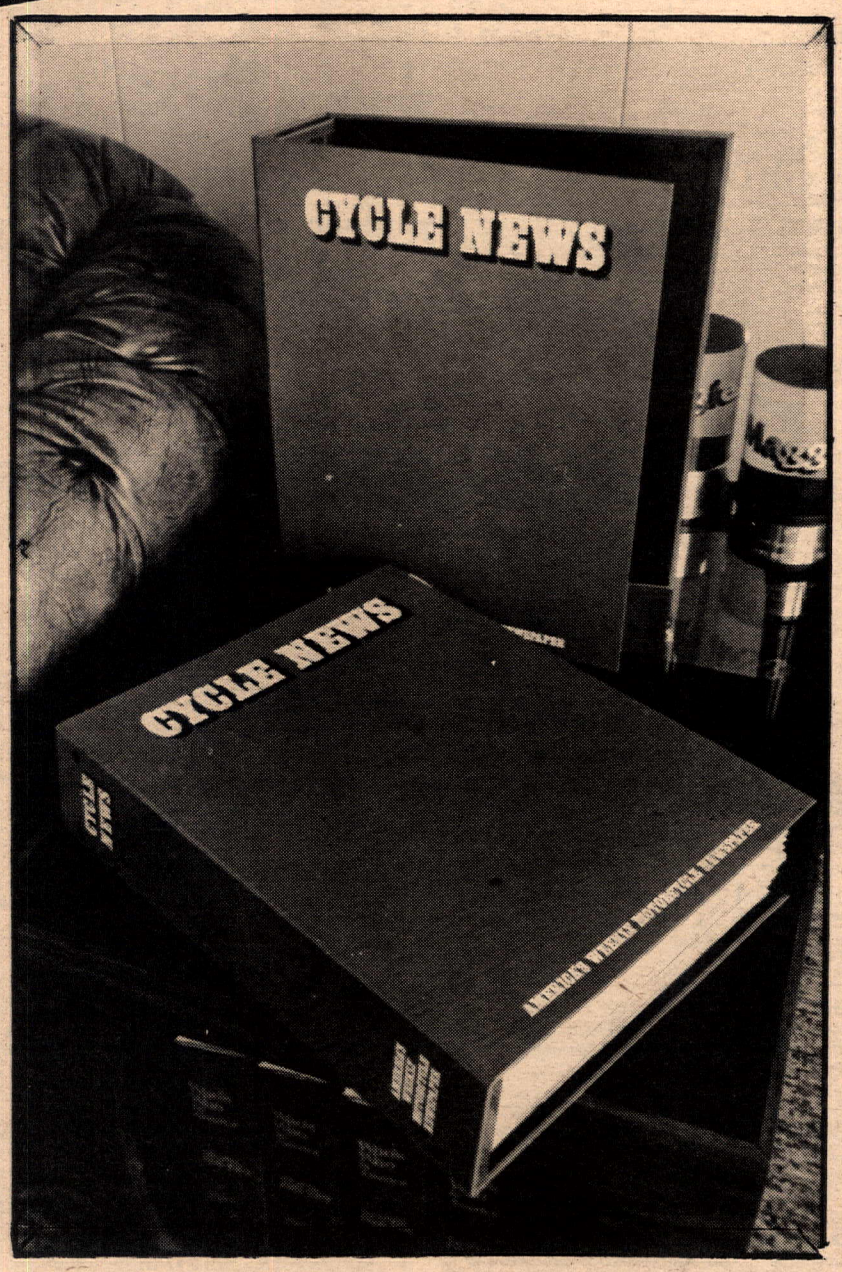
Yamaha Seca 750, $1600
Red, Dunlop K181's, K&N filters, Superbike bars, Grab-ons, runs great, looks great. Bakersfield (805) 589-3957. (139)

'81 YZ 250H $850
Like new, Don Vesco tank, Metzeler tires. Call after 6 p.m. (714) 927-2395. (137/TFN)



CRF Dyno Flow KX125 Engine Kit
ROCKET PIPE: hand formed "Works Pipe" tucks in tighter and increases low & top end power, $135. 8 PETAL REED: 2 H.P. bolt on increase. Fits '83 KX also, $75. Other KX tricks, Ram Airboxes, $75. 36mm carbs $89, dyno flow porting & head mod, Terry kits, Works fork protectors and more. CROTCH ROCKET FACTORY, (805) 683-1426. (239/40E)

Got the ripped-up, dog-eared, yellow page blues?



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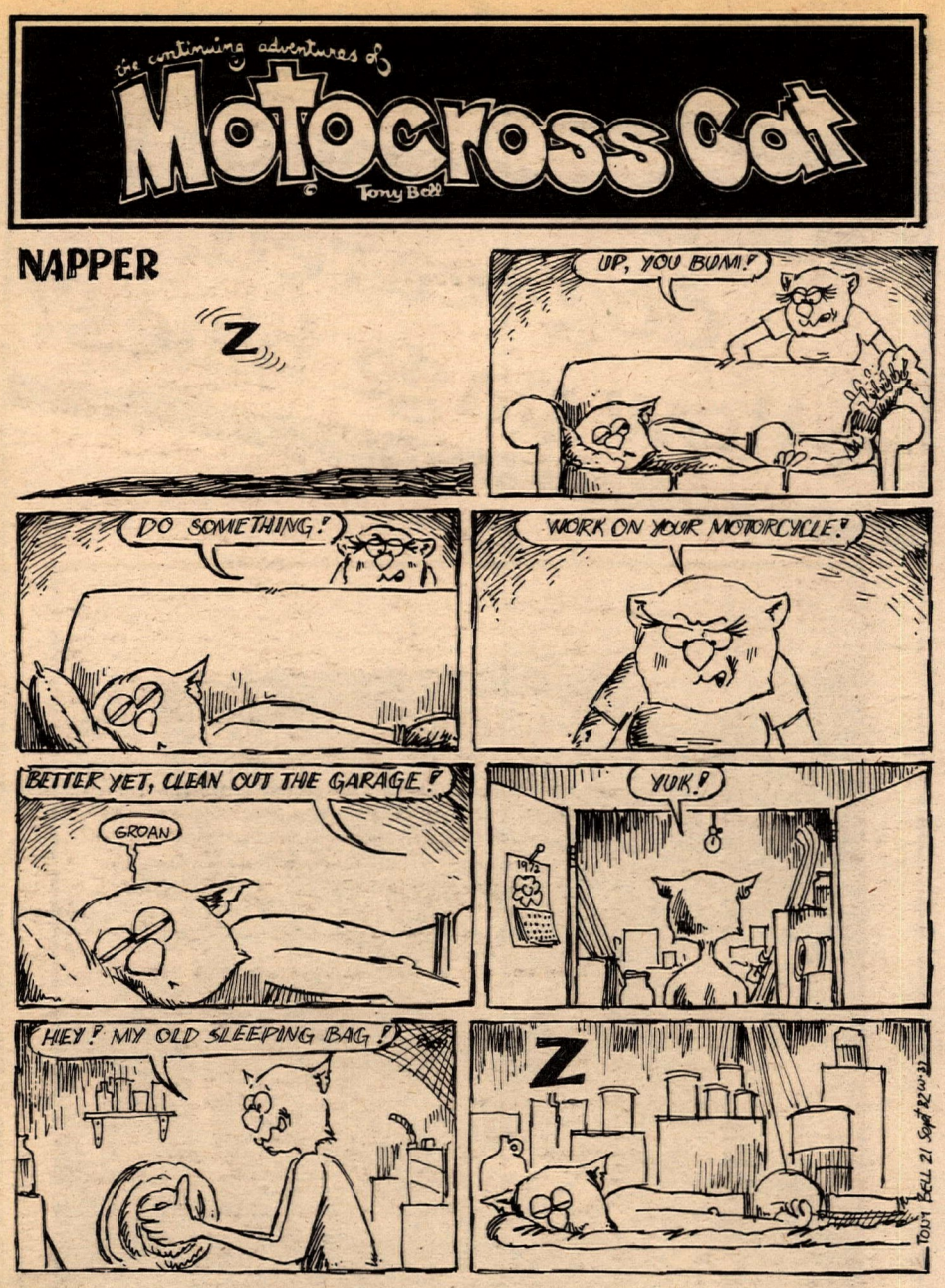

2 KX250's for the price of 1
$1350 cash buys 1982 KX250 and 1980 KX250. Both bikes in top condition. Let's deal. (714) 877-2789. (139/40)

1982 YZ125J
Only six months old, new condition, Boost Bottle, new Metzeler tire. $1180. (714) 642-7758 or (714) 968-0305. (139)

1981 RM250X
New trans, new tires, Twin Air, White Bros. shock and fork mods and more. Call for details, Mark, (213) 928-3092. (139)

1976 BMW 750/6
1 owner, excellent condition, $1399. (213) 980-4643 or 980-3715. (239)

1979 Ford Van
Six cylinder E-150, auto, $4200. Call Steve or Al (714) 546-5525 or 552-1728. (339/40)

Wanted Racing Leathers
For 5'10", 200 lb. body, need now! Auburn, CA (916) 663-2055 days; 652-5116 eves. (139/40)

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We manufacture the finest, most attractive trailers anywhere! Send for brochures & prices of our many list options. MAIN OFFICE: 30629 Old Rd., Castaic, CA 91310 (L.A. area) (805) 257-3322, or 7861 N.E. Day Rd., Bainbridge Island, WA 98110, (206) 842-5648, (Seattle area). (239/TFN/E)

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Need a custom pipe made? Cracked, dented or smashed pipe? I can build, repair, or modify your pipe for dollars less. Call after 6:00 (213) 884-9340. (139)

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Very clean, $995. (213) 784-8151. (139/40)

Speedway Bike
Jawa 4 valve, race ready, $2000 OBO. (714) 546-2729. (139/49)

'79 Yamaha IT 250 $750
Terry kit, White Bros. shock and swingarm set up, very reliable bike. (213) 924-0913. (139)

1982 RM250Z
Must sell, need money, see to appreciate, $1495. (714) 962-4270. (339)

1977 Yamaha RD 400
TZ fairing, Turner pipes & porting, TZ reeds, 32mm carbs, K&N's, fresh rebuilt top & bottom end, new rebuilt crank, milled Webco heads, Morris mags, Barnett clutch, elect. ign., xlnt. cond., must see to appreciate. $2500/OBO. (213) 862-5263. (139/40)

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'76 Bul. 350 Sherpa T. Excellent original condition. Best offer. (714) 726-8727. (139)

1982 IT465 YAMAHA, excellent condition, 485 original miles, $1375. (801) 245-6826. (139)

1980 KAWASAKI KDX400, $695. 1979 Yamaha MX175 $325. (213) 377-6137. (139)

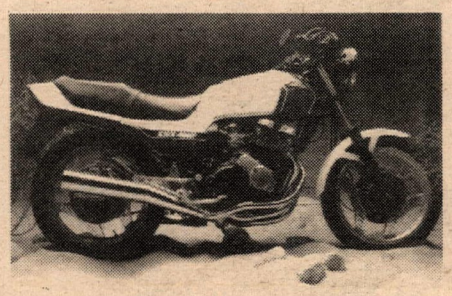
2 Speedway Bikes
Jawa 4 valve, Briggo 4 valve, extra wheels, tires, etc. Very clean. Tom Burmeister, (714) 990-5198 or 529-2813. (139)

YZ80J, 125-250J Superplate
Unique style, mesh screen. Up to 50% more cooling. Easy bolt on accepts 6" or 8" plastic numbers. Available in yellow or Werks white. YZ80J — $14.95. YZ125-250J — $16.95. Numbers — $1.00. Include $2.00 shipping. Calif. resident 6% tax, L.A. county 6½% tax. EARLY BIRD RACING USA, P.O. Box 8157, Rowland Hts., CA 91748. (213) 912-3289. (239E)

Husky 125/and 250 For Sale
Both bikes in good cond. 125 was wife's bike, 250 works very well in desert. Asking $1600 for both. Don't miss this one! Also YZ80 for sale, good family package. (714) 989-2081. (139/40)

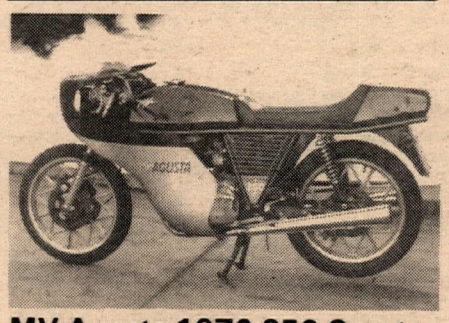
'78 KL250 KAWASAKI THUMPER, good cond., sell or trade, $575. (714) 682-1030. (139)

'82 Husqvarna 430 WR
Excellent condition, extras. (714) 996-3241 after 5. (339/40)



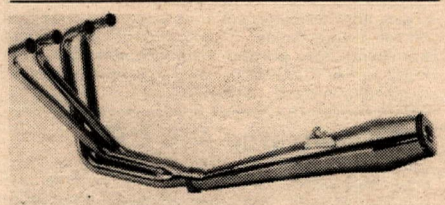
CBX 400F KZ-RD Killer
Only one like it in the U.S.! Article on this exact bike in current Cycle Guide magazine. 16 valve, Pro Link, inboard vented discs, red lines at 11,000 RPM. THIS BIKE HAULS ASS and handles great! Serious inquiries only. $3500 or offer. Call DG PERFORMANCE (714) 630-5471. (239/40)

Wanted: Lester Mag
For 1974 Suzuki GT750 with 18" rear. (513) 742-2325. (138/39E)

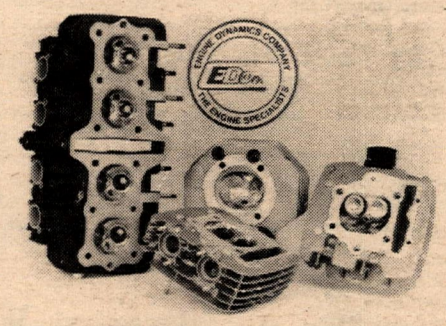


MV Agusta 1976 350 Sport
Full factory fairing/runs excellent/best offer. (415) 344-7366. (138/39)

58 Gold Star Cafe Racer
Rebuilt engine, racing mag, cams, tank, rearsets, seat, Ceriani fork, tickle brake, and more. $2,200. (717) 229-2247. (138/39E)



Kawasaki Tricone Header
for Z1 & KZ1000. Call HOT BIKE ENGINEERING, 4432-E Enterprise, Fremont, CA 94538. (415) 656-8275 or (415) 657-3864. (232/TFN/E)



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For experienced porting, polishing and flow testing, or repair of damage. Call ENGINE DYNAMICS at (707) 763-7519. (223/25/EOI)

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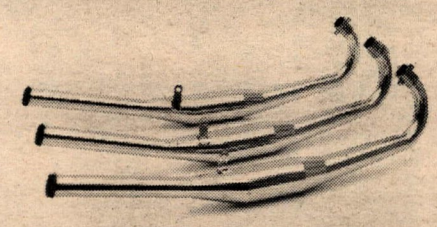
Excellent condition. Moving, must sell! $1200. (213) 559-7524. (139/40)



Back to School Sale
Kawasaki Triple TNT Chambers
All years, all models. Black $198. Chrome $259. See your dealer or call direct, HOT BIKE ENGINEERING, 4432-E Enterprise, Fremont, CA 94538. (415) 656-8275 or 657-3864. (235/38)

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Vetter Mystery Ship #6. Stage IV engine, RC turbo. Never run, never ridden. Call Kyle, (703) 525-5000. (238/39E)

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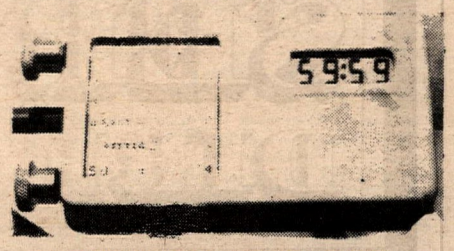
Save $475 by buying now! Only a limited supply of motorcycles in stock. Contact any area distributor that handles Jawa Speedway motorcycles or call BILL CODY at JAWA DISTRIBUTING, INC. (Exclusive U.S. distributor for Jawa 500 Speedway Motorcycles) (714) 638-5951. (238/39E)

'82 Ducati 600 Pantah
S&W, Bub pipes, flawless, $4000. (714) 834-5461 ask for Rex. (337)

WANTED: 19" quick change wheel and sprockets or spool. Bruck, (616) 773-1309. (137/39E)

Enduro Timer/Comb., $99.95



TIMER ONLY, $89. Send $2.00 for 1982 Enduro catalog. Dealer inquiries invited. CLAIRMONT CYCLE SUPPLY, 4461 Clairmont Mesa Blvd., Sa Diego, CA 92117. (714) 272-1162. (TFN)

1976 CZ 250 Falta Replica
Good condition, Mikuni, Snake pipe, extras. Great trail bike, $300/offer. (408) 293-1531. (337/41)

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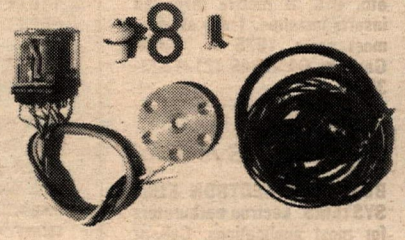

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Engine very clean, low mileage. Ask for #2199. PASADENA SUZUKI (213) 795-4129. (238/39)

'81 Yamaha YZ465
White Bros. mono and boost bottle. Call for more extras, very clean, $1200. (714) 774-4440. (137/39)

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H2's rebuilt, $175 exchange; H1's and all others, $150 exchange. Call (205) 794-2802 after 4 p.m. CST or write: Damon Kirkland, 909 Post Oak Dr., Dothan, AL 36301. (337 & 39/EOI)

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12' long & up. Ramp door, windows, vent. Great for bikes, race cars, utility. Custom orders. Now available at LASSEN CAMPERS MFG., 3678 Charlanne Dr., Redding, CA 96002. (916) 222-5593. (220/23)

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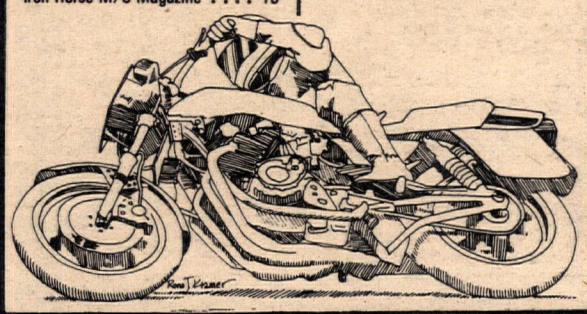

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